

# GRAIN DEALERS JOURNAL

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AFTER ALL  
It's Attention  
WE'RE ALL AFTER  
GO TO,—NOW—  
**McKENNA & RODGERS**  
Chicago Board of Trade

**Taylor & Bournique Co.**  
SHIPPERS  
Corn, Oats and Barley  
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**Goffe & Carkener**  
Grain Commission  
St. Louis                      Kansas City

P. B. & C. C. **MILES**  
Established - 1875  
Incorporated - 1910  
Peoria, Ill. Handling Grain on Com-  
mission Our Specialty

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Members Chicago Board of Trade  
**GRAIN PROVISIONS**  
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ST. LOUIS—PEORIA  
211 Merchants Exchange      11 Board of Trade

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Established 1877  
**Langenberg Bros. Grain Co.**  
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**COURTEEN**  
**SEED CO.** Milwaukee,  
Wisconsin  
Clover, Timothy, Grass Seed  
Grain Bags

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& Co.

**Baltimore Pearl Hominy Co**  
SEABOARD CORN MILLS  
S. F. EVANS, Mgr.      BALTIMORE, MD.  
Always in the Market  
Buyers of White and Yellow Corn  
Manufacturers of  
Corn flour, Corn meal, Hominy feed, etc.

**Ady & Crowe Merc. Co.**  
Denver, Colo.  
GRAIN HAY BEANS  
A. & C. Poultry Feeds

**WHEAT**  
Corn-Oats-Rye  
**J. A. Manger & Co.**  
216-218 Chamber of Commerce  
BALTIMORE, MD.

Ship to  
**DUDLEY M. IRWIN**  
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THE CALDWELL STANDARD PULLER and the CALDWELL SAFETY PULLER are capable of handling from two to eight cars at a time, depending on the conditions to be met. They are well designed and substantially constructed; low in upkeep and high in efficiency.

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whole, gr., fld. seeds.\*  
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

#### Chamber of Commerce Members.

Baltimore Grain Co., grain receivers.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*  
Wack & Co., Henry E., grain, hay, feeds.\*

### BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brks., of country grain.  
Slick, L. E., grain.  
Worth-Gyles Grain Co., cash and future grain.\*

### BOSTON, MASS.

#### Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, bkg. com.  
Jaquith, Parker, Smith & Co., wheat barley milo.\*

### BUFFALO, N. Y.

#### Corn Exchange Members.

Armour Grain Co., grain merchants.\*  
Buffalo Grain Co., recvrs., fwdrs., consignments.  
Burns, Berend J., grain and feed merchant.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Gee-Lewis Grain Co., grain consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
McConnell Grain Corp., commission merchants.\*  
Kennedy & Co., Chas., wheat a specialty.\*  
Praft & Co., receivers, shippers of grain.\*  
Ratcliffe, S. M., commission merchant.  
Taylor & Bourne Co., receivers and shippers.\*  
Urmston Grain Co., grain commission.\*  
Whitney & Gibson, consignments.\*

### CAIRO, ILL.

#### Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.\*  
Halliday Elevtr. Co., grain dealers.\*  
Magee-Lynch Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford-Matthews Co., grain and grain pdts.\*  
King Wilder Grain Co., grain shippers.\*

### CHICAGO, ILL.

#### Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain commission mchts.\*  
Bridge & Leonard, commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Finney & Co., Sam., consignments solicited.  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harris, Winthrop & Co., grain commission.\*  
Harvey Grain Co., corn and oats.\*  
Hitch & Carder, commission merchants.  
Hoit & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain and provisions.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*

### CHICAGO (Continued).

Northern Grain & Warehouse Co., grain receivers.  
Paynter, H. M., grain and field seeds.  
Perrins & Co., W. H., grain and commission.\*  
Pope & Eckhardt Co., grain and seeds.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Requa Bros., wheat a specialty.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., grain merchants.\*  
Rothschild Co., D., receivers and shippers.\*  
Rothschild Co., Moses, receivers and shippers.  
Runsey & Company, grain commission.\*  
Sawyers Grain Co., grain commission.\*  
Schiffin & Co., P. H., grain merchants.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Uplake Grain Co., consignments.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

#### Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

### CLEVELAND, O.

#### Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., recvrs., shprs. hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

### DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.  
Stagner Bros., recvrs., shprs. grn., hay, c. s. prod.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Merchants Elevtr. Co., buyers-sellers all grns.  
Purity Oats Co., buyers of grain.

### DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*

### DENVER, COLO.

#### Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator, We buy & sell grain & beans.\*  
Hansarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Summit Grn. & Coal Co., wh't, corn, oats, rye, bly.\*  
Thompson Merc. Co., The, W. F., wholesale hay.

### DES MOINES, IOWA.

Marshall-Hall Grain Co., grain commission.  
Mid-West Consumers Grain Co., grain merchants.\*  
Tower, C. A., grain broker.

### DETROIT, MICH.

#### Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Caughy-Jossman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., gr., hay congnits, a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*

### FORT WORTH, TEX.

#### Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., truck buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whole, grain, hay and mill pdts.\*  
Koehler-Twiddle Elevator Co., grain dealers.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KANS.

Farmers Co-Op. Com. Co., commission merchants.  
Gano Grain Co., grain merchants.  
Hausam-Bateman & Co., grain buyers and sellers.  
Hayes Grain Co., John, grain merchants.  
Hutchinson Grain Co., grain merchants.  
Kelly Mfg. Co., Wm., millers of hard wheat.  
McClure Grain Co., J. B., buyers and sellers.\*  
Pettit Grain Co., L. H., grain merchants.  
Reno Flour Mills Co., millers and grain dealers.  
Rock Milling & Elev. Co., receivers and shippers.  
Russell Grain Co., commission merchants.  
Southwest Grain Co., receivers and shippers.  
The Security Ele. Co., recvrs. shprs. milo, kafir.  
Union Grain Co., grain merchants.

### INDIANAPOLIS, IND.

#### Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Schell Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Hayward-Ritch Grain Co., grain commission.\*  
Hill, Lew., strictly commission.  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
McCardle-Black Co., grain merchants.  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.\*  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.\*  
Stockbridge Elevtr., trk. buyers, sellers, gr. & sds.  
Wagner-White Co., trk. buyers-sellers, grain-feed.

### KANSAS CITY, MO.

#### Board of Trade Members.

Addison Grain Co., consignments.  
Armour Grain Co., grain buyers.\*  
Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., consignments.  
Clay (Frank B.) Grain Co., hedging-mill orders.\*  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Grain Co., consignments.\*  
Dilts & Morgan, consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Federal Grain Co., receivers, shippers.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
Hall-Baker Grain Co., consignments.  
Hinds Grain Co., The, receivers, shippers.\*  
Hipple Grain Co., feterita, kafir, milo.  
Moussendick Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., consignments.\*  
Nellis-Witter Grain & Mfg. Co., grain & feed.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, milo.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Secular-Bishop Grain Co., consignments.\*  
Shannon Grain Co., consignments.\*  
Stevenson Grain Co., buyers and sellers.\*  
Terminal Elevators, receivers, shippers.\*  
Twiddle-Wright Grain Co., consignments-futures.\*  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.  
Western Grain Co., shippers (a specialty).\*

### LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

### LAKE VILLAGE, ARK.

City Feed Co., The, whsl. hay, grain & feeds.

### LITTLE ROCK, ARK.

#### Board of Trade Members.

H. K. Cochran Co., receivers and shippers.  
Cunningham Commission Co., gr., corn products.\*  
Darragh Company, hay, grain, mixed feeds.\*  
E. L. Farmer Co., brokers, hay, grain, mill feeds.  
Munn-Burrow Brokerage Co., grain, hay, millfeed.\*  
George Niemeyer Grain Co., grain, hay and feed.\*  
J. F. Weinmann Mfg. Co., wholesale gr. and feeds.

### LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.\*  
Riddle & Co., T. P., hay and grain.

### LOUISVILLE, KY.

#### Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
U. S. Feed Co., grain, hay, millfeed.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Donahue Stratton Co., grain merchants.\*  
Frankie Grain Co., feeds, grain, hay.\*  
Godfrey-Blanchard Co., grain receivers.\*  
Kamm Company, P. C., barley and rye.\*  
Lyman-Joseph Grain Co., grain shippers.\*  
Rankin, M. G., & Co., grain and feed.\*  
Rialto Elev. Co., grain receivers & shippers.\*  
Runkel & Dadmun, grain commission.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.\*  
Benson, Stabeck Co., grain com.\*  
Cargill Commission Co., grain commission.\*  
Carter, Sammis & Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Dalrymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.\*  
Godfrey-Blanchard Co., grain recvrs. shprs.\*  
Gould Grain Co., receivers & shippers.\*  
Hankinson & Co., H. L., grain commission.\*  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Poehler, H. & Co., grain commission.\*  
Quinn-Shepherdson Co., receivers & shippers.\*  
Scroggins McLean Co., corn and oats.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley & oats my spec'ly.

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.\*

### NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.\*  
Brinard Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.\*  
Schwartz & Co., B. F., com'len merchants.\*  
Therrien, A. F., broker.\*

### OKLAHOMA CITY, OKLA.

Grain Exchange Members

Cherokee Grain Co., grain merchants.\*  
Cozart Grain Co., C. B., grain merchants.\*  
Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Dr. Co., grain merchants.\*  
Maney Export Co., grain merchants.\*  
Marshall-Jacobson Grain Co., grain, feed, seeds.\*  
Mid-West Grain Co., grain merchants.\*  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Rutledge Grain Co., com. merchants.\*  
Perkins Grain Co., W. L., commission merchants.\*  
Polson & Co., C. A., commission merchants.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. R., com. merchants.\*

### OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.\*  
Cope & Kearney, grain commission.\*

### OMAHA, NEBR. (Continued).

Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain merchants.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Kern Co., brokers & commission merchants.\*  
Maney Grain Co., The, consignments.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., recvrs. & shippers.\*  
Nye Schneider Fowler Grain Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Rothschild Grain Co., corn and oats.\*  
Stockham Grain Co., E., commission merchants.\*  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.\*  
Updike Grain Co., consignments.\*  
Vanderslice Lynds Co., consignments.\*

### PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Conover Grain Co., E. B., grain commission.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.\*  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.\*  
McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & C. Co., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Turner-Hudnut Co., receivers & shippers.\*  
Warren Com. Co., consignments.\*

### PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Smith, Monroe A., grain and feeds.\*  
Taylor & Bournique Co., shippers corn-oats.\*  
Young & Co., S. H., wheat, corn, oats.\*

### PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*  
Geidel & Leubin, grain and hay.\*  
Hardman & Heck, grain, hay, millfeed.\*  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
McCague, R. S., grain, hay.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*  
Walton Co. Wampel, grain and hay.\*  
Young & Fisher, brokerage & commission.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PORTLAND, ORE.

Albers Bros. Mig. Co., millers & exporters.\*  
Globe Grain & Mig. Co., grain, hay & feed.\*  
Kerr, Gifford & Co., Inc., grain exporters.\*  
Northern Grain & Warehouse Co., grain exporters.\*  
Pacific Coast Elevator Co., grain.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Stephens-Smith Grain Co., grain and bag dealers.\*  
Tri-State Terminal Co., general grain & bags.\*

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.\*

### RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.\*

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.\*

### SEATTLE, WASH.

Alber Bros. Mig. Co., millers & exporters.\*  
Lilly Co., The Chas. H., seed merchants.\*  
Pacific Grain Co., grain exporters.\*  
Ryer Grain Co., wheat, corn and oats.\*  
Tri-State Terminal Co., general grain & bags.\*

### ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.\*  
Gelger Grain Co., commission merchants.\*  
Gordon Comm. Co., T. P., grain dir. and broker.\*  
Great Western Grain Co., buyers and sellers.\*  
Holdridge Grain Co., receivers and shippers.\*  
Aunt Jemima Mills Co., A. J. hominy feed.\*  
Marshall Hall Grain Co., consignments solicited.\*  
McKee Lindley & Dunn Grain Co., commission.\*  
Mid-West Grain Co., pure soft wheat.\*  
Sloan Simmons Grain Co., consignments.\*  
St. Joseph Hay & Grain Co., grain merchants.\*

### ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Brockman & Co., Arthur, grain commission.\*  
Dreyer Com. Co., fdg. stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*  
Goffe & Carkeener Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Ichtertz & Watson, grain, seeds and hay.\*  
Marshall Hall Grain Co., grain com.\*  
Mason Hawpe Grain Co., grain merchants.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Tensdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.\*

### SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.\*  
Bailey, Walter H., Grain Merchants.\*  
Flanley Grain Co., grain and commission.\*  
King Elevator Co., receivers & shippers.\*  
McCaull Dinsmore Co., commission.\*  
McCaull Dinsmore Co., all kinds of grain.\*  
Quinn-Shepherdson Co., grain commission.\*  
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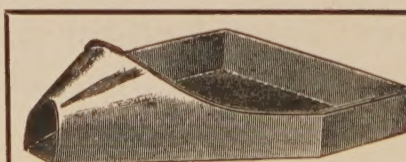
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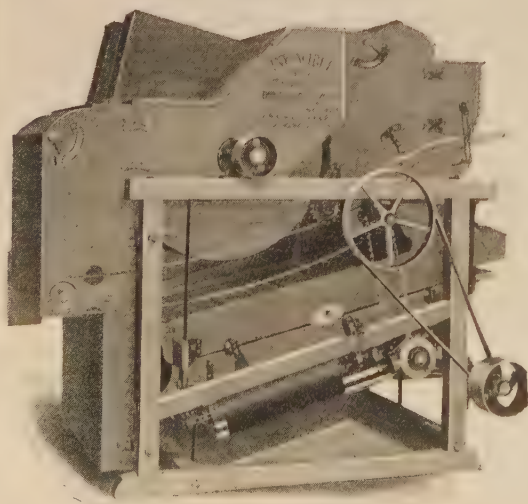
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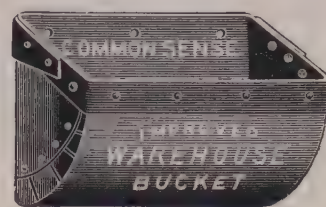
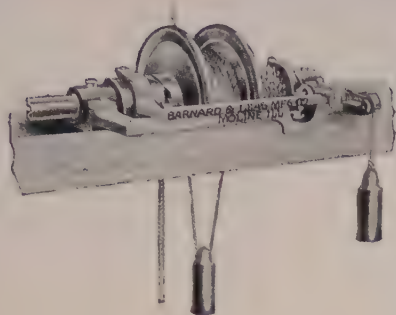
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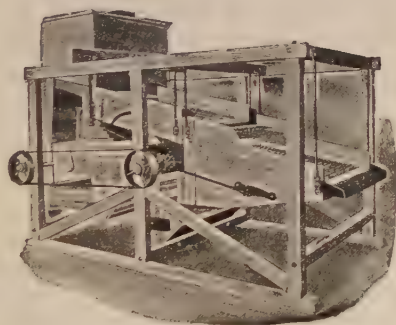
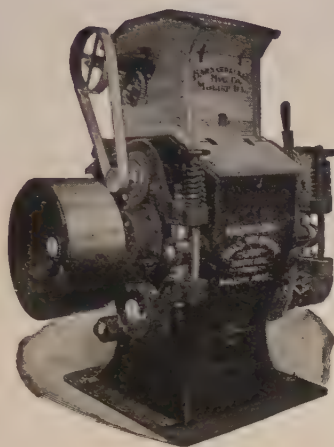
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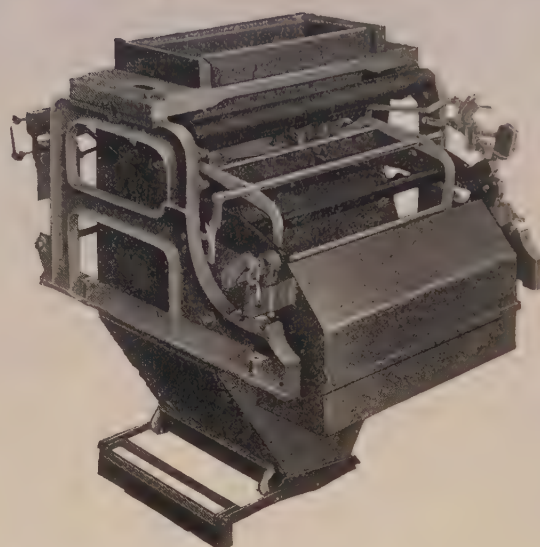
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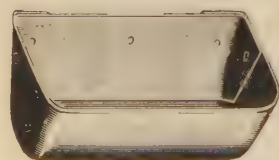
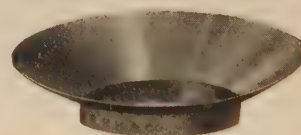
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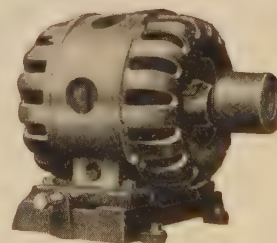
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## WATERBURY CORDAGE

### APPROXIMATE WEIGHT AND STRENGTH OF WATERBURY COMPANY'S STANDARD QUALITY MANILA ROPE

Diam. Inches	Diam. m/m	Cir. Inches	Cir. m/m	Approx. Length of Manila Rope in 1 Pound	Approx. Weight and Length of Coil	Approx. B/S Borne by New Manila Rope Pounds
				Feet	In.	Lbs.
1/2	4.8	1 1/2	12.7	60	....	35
3/4	6.3	2 1/4	19	55	....	50
1	8	3 1/4	25.4	41	....	55
1 1/4	10	4 1/2	28.5	27	....	60
1 1/2	11	5 1/4	32	18	....	60
1 3/4	12.7	6 1/4	38	13	4	60
2	14	7 1/4	44.4	9	7	60
2 1/4	16	8 1/4	50.8	7	6	60
2 1/2	19	9 1/4	57	6	1	60
2 3/4	20.6	10 1/4	63.5	5	1	60
3	22	11 1/4	70	4	5	60
3 1/4	23.4	12 1/4	76	3	8	60
3 1/2	25	13 1/4	82.5	3	2	60
3 3/4	28.5	14 1/4	88.9	2	9	60
4	31.7	15 1/4	95	2	5	60
4 1/4	33	16 1/4	101.6	2	1	60
4 1/2	35	17 1/4	108	1	10	60
4 3/4	38	18 1/4	111	1	8	60
5	39.6	19 1/4	120.6	1	6	60
5 1/4	41	20 1/4	127	1	4	60
5 1/2	44	21 1/4	140	1	1	60
5 3/4	50.8	22 1/4	152	....	11	60
6	54	23 1/4	165	....	9 1/2	60
6 1/4	57	24 1/4	178	....	8	60
6 1/2	63.5	25 1/4	190.5	....	7	60
6 3/4	66.7	26 1/4	203	....	6 1/4	60
7	73	28 1/4	216	....	5 1/2	60
7 1/4	76	29 1/4	228.6	....	5 1/4	60
7 1/2	79	30 1/4	241	....	4 3/4	60
7 3/4	82.5	31 1/4	254	....	4	60

The weight and strength of Manila rope per table, is approximate and may vary slightly either way. Manila and Sisal Standard Rope will weigh about alike. In the lower grades of Manila and Sisal there are greater variations in weight and strength, according to quality. Four (4) strand rope weighs from 5 per cent to 7 per cent heavier than three (3) strand plain laid rope. Manila rope runs approximately 25 per cent stronger than Sisal.

PAGE 158



## WATERBURY CORDAGE

### WEIGHTS AND METRIC EQUIVALENTS

Diameter Inches	Weight per Foot Pounds	Weight per Fathom Pounds	Approximate Kilos per Foot	Approximate Kilos per Coil	Approximate Kilos per Metre
1/2	.0166	.0996	.00753	15.8	.02469
3/4	.0181	.1086	.00824	22.7	.02694
1	.0244	.1464	.01107	24.5	.0354
1 1/4	.037	.222	.01678	27.2	.055
1 1/2	.055	.33	.0249	31.4	.0818
1 3/4	.075	.45	.034	41	.112
2	.104	.624	.047	56.7	.155
2 1/4	.139	.834	.060	72.5	.198
2 1/2	.159	.954	.075	90	.246
2 3/4	.188	1.128	.088	106	.29
3	.217	1.302	.102	122.5	.335
3 1/4	.246	1.476	.112	147	.40
3 1/2	.275	1.65	.123	172	.47
3 3/4	.304	1.824	.133	196	.535
4	.333	2.0	.143	229	.625
4 1/4	.362	2.178	.153	262	.715
4 1/2	.391	2.346	.163	294	.804
4 3/4	.42	2.52	.173	326	.892
5	.449	2.694	.183	368	1.0
5 1/4	.478	2.862	.193	408	1.12
5 1/2	.507	3.03	.203	491	1.34
5 3/4	.536	3.204	.213	589	1.61
6	.565	3.376	.223	688	1.88
6 1/4	.594	3.546	.233	800	2.19
6 1/2	.623	3.718	.243	916	2.50
6 3/4	.652	3.888	.253	1046	2.86
7	.681	4.058	.263	1175	3.21
7 1/4	.71	4.228	.273	1324	3.62
7 1/2	.739	4.398	.283	1402	4.02
7 3/4	.768	4.568	.293	1480	4.46

The working strain of Manila rope is approximately 25 per cent of the breaking strain. When the factor, the load, is indicated when wanted. Unless specified otherwise, the weight of Manila rope is to market changes in

1919  
1816  
103

For one hundred and three years the Waterbury Company has been making rope. During that century, the Waterbury standard has been "quality." It is not surprising, then, that Waterbury Standard Quality Rope is a proper criterion by which to judge all good Manila rope.

The safe load, the circumference and diameter (necessary in figuring on sheave and pulley dimensions), the weight, and all other data valuable to engineers and users of Manila rope is tabulated in the Waterbury Rope Handbook. This 220-page cloth-bound manual on rope of every kind holds all the rope information of a half-dozen books in the handy compass of one—with some additional useful data found nowhere else.

If you handle rope—or wish you knew more about rope—ask for a copy of the Waterbury Handbook. It is free on request.

## WATERBURY COMPANY

### 63 PARK ROW, NEW YORK

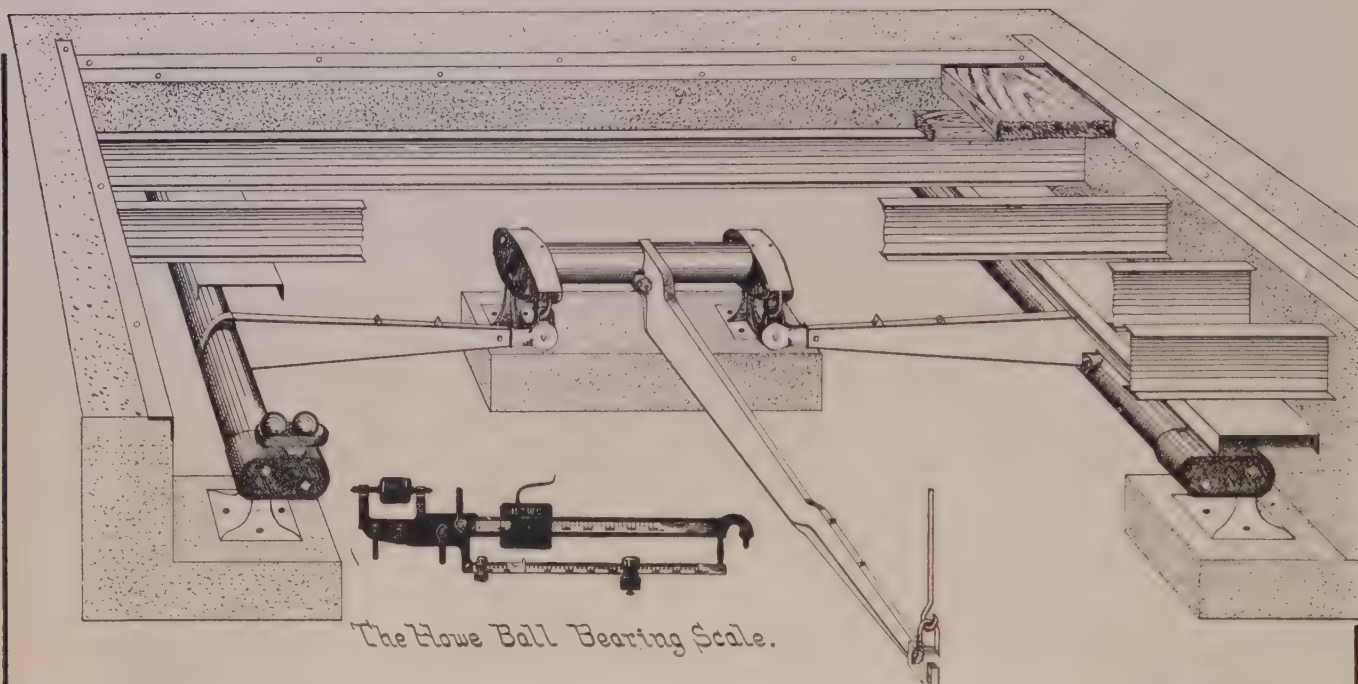
Chicago.....1315-1321 W. Congress St.  
San Francisco.....151-161 Main St.

New Orleans.....1018 Maison Blanche Bldg.  
Dallas, Texas.....A. T. Powell & Co.

2327-W







You will soon need an **AUTO TRUCK SCALE.**

The **HOWE BALL BEARING** has stood the test for 63 years and met all requirements. The **MOST PRACTICAL SCALE** made for weighing **AUTO TRUCKS.** The twisting, turning and suddenly stopping of an **AUTO TRUCK**, instead of being directly on the pivots, is taken care of by the **Ball Bearings** which are an exclusive feature of the **Howe Scale.**

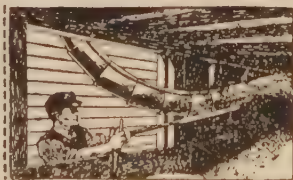
*No expense in upkeep after the original cost of Scale  
Write us for prices. Send us your old scales to be refitted.*



Dust Protectors



Pulleys—All Kinds



Loading Spout Holders



Distributing Spouts



V Buckets—Salem and Empire



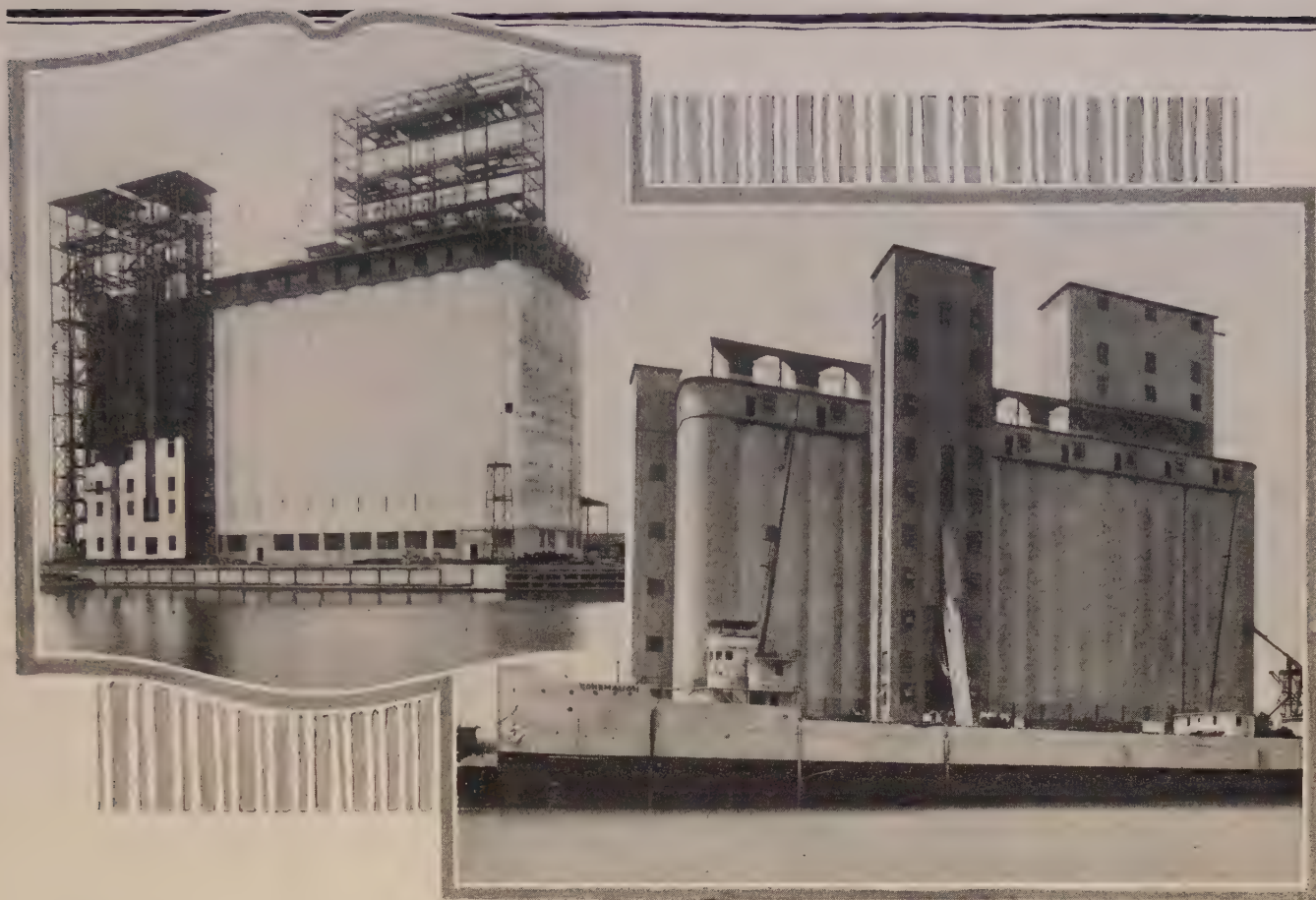
We are headquarters for all kinds of Elevator Machinery. Send us your list and let us quote prices. We can save you money. Let us quote you on complete machinery for your new elevator. We manufacture all sizes of Grain Spouting, Loading Spouts, etc.



**AMERICAN SUPPLY & MACHINERY CO.**

1102-4 Farnam St., Omaha, Neb.





## Dressing it with ARMCO

Wherever grain is handled to and from the holds of grain boats you will find Armco Marine Towers. In New Orleans, Galveston, Fort William—no matter where you go—Armco towers are helping sustain the reputations of elevator builders who built them.

The reputations of elevator builders differ, but it's interesting to note that the greater the reputation of the builder the more often he has specified Armco Iron.

Armco Iron is a quality rust resisting siding and is in keeping with the best in grain elevator construction.

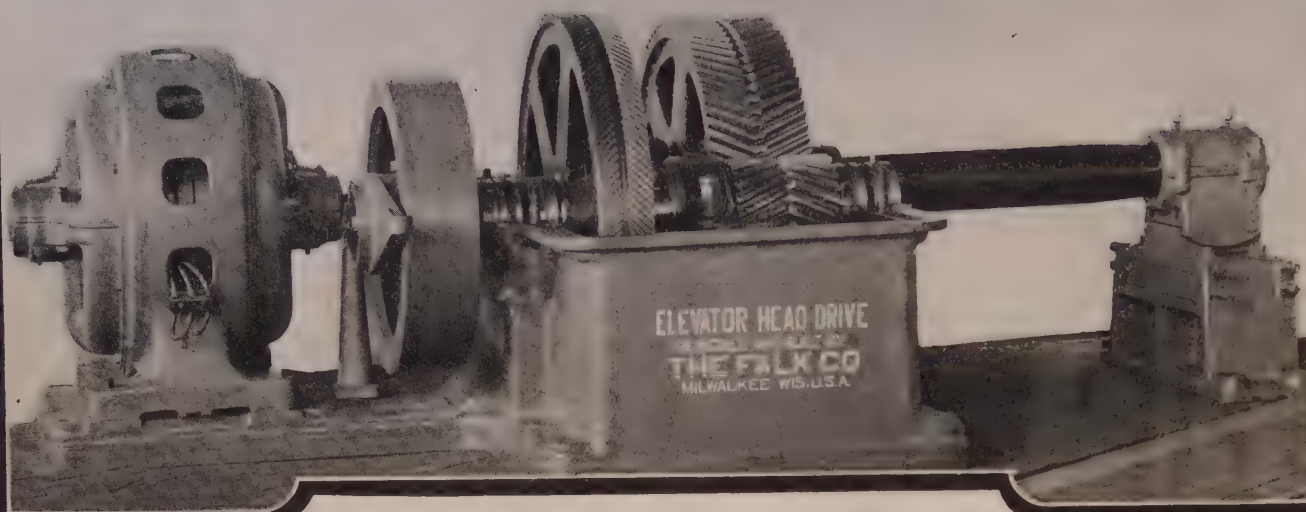
## ARMCO IRON

has stood the test under the most trying conditions of grain elevator operation. The best engineers have learned to know they can depend upon Armco towers.



The American Rolling Mill Co.  
Middletown, Ohio





## Ready for the World's Most Modern Elevator

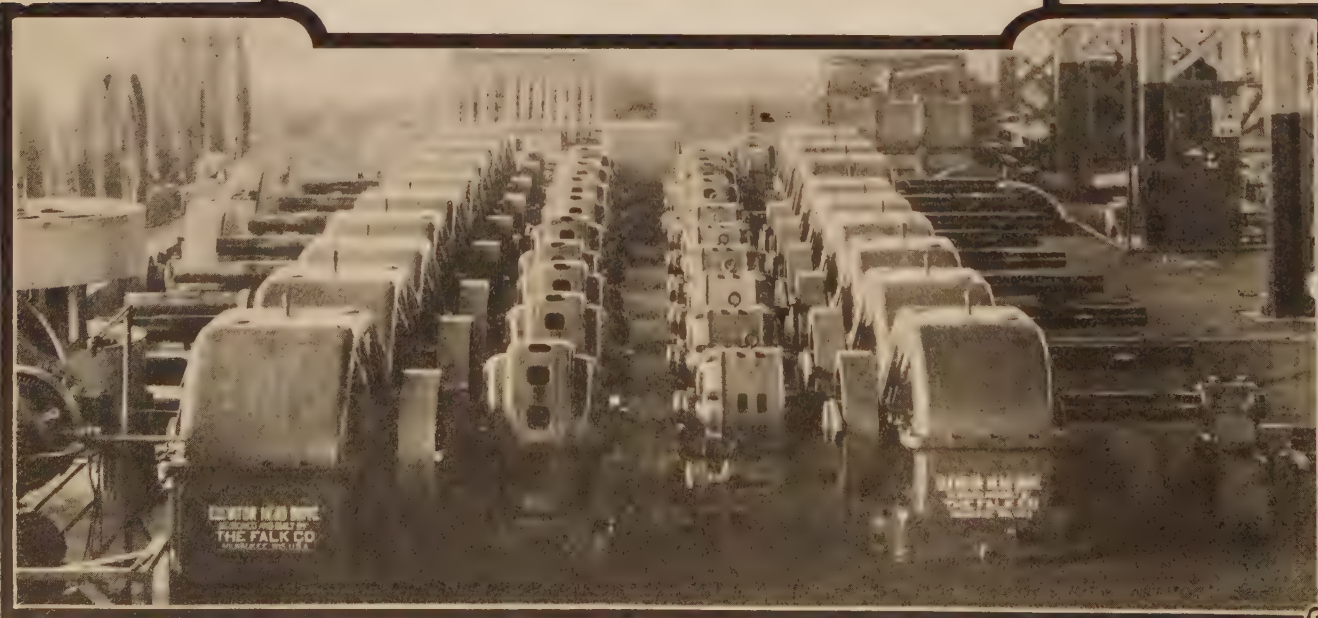
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

### THE FALK CO.

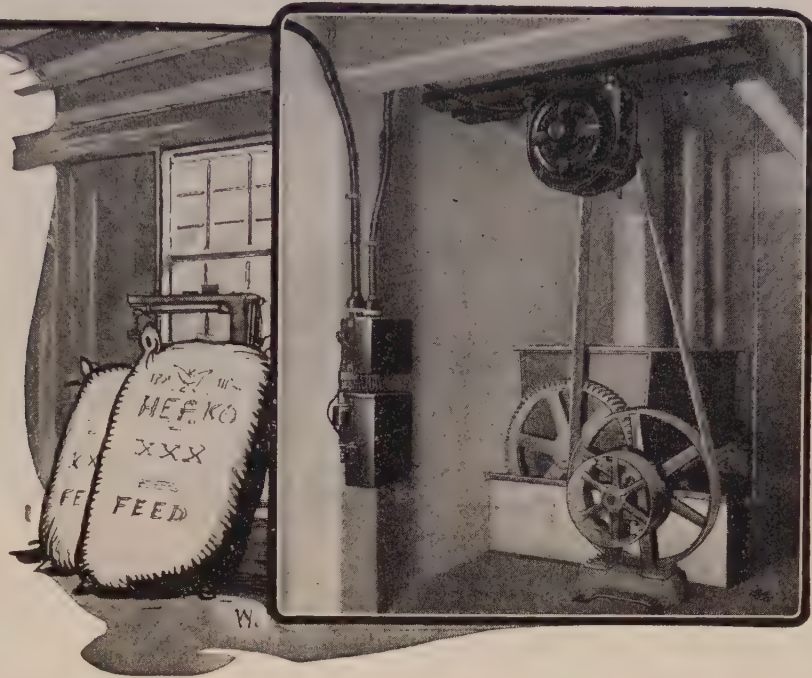
Milwaukee, Wisconsin





*Extensive use of electric power equipment enabled American mills to relieve a world food shortage without delay or interruption*

G-E Motor Driving Feed Mixer at the Hecker-Jones-Jewell Milling Company, Buffalo.



## Saving power by subdivision

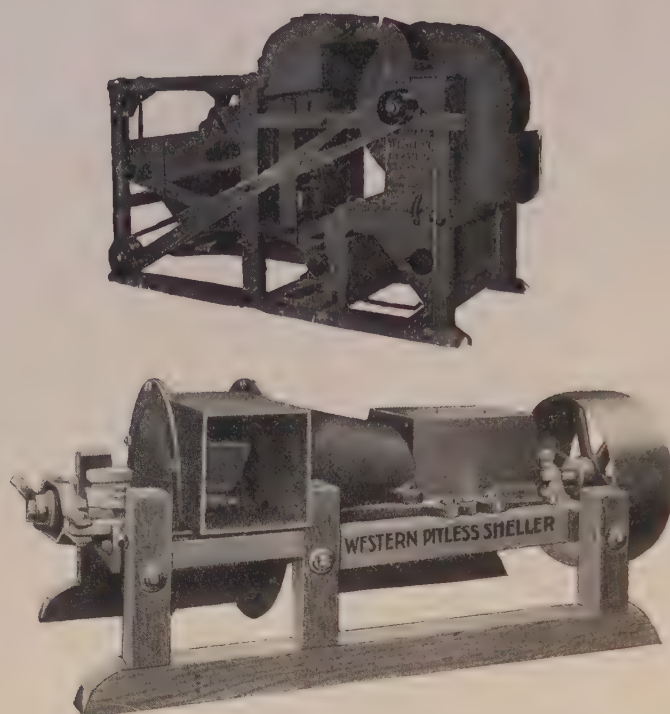
**Y**OU can save power cost by running feed sections separate from flour machinery just as you can save power by operating your shovels separately and shutting them down between cars.

Not only saving in power cost but maximum dependability of operation and minimum fire risk characterize the use of G-E Electric Power Equipment in the leading mills of this country.

A bulletin, No. 4976, illustrated by photographs taken in mills producing the larger part of our flour will be sent on request and our engineers will be pleased to assist in the design of new mills or the changing over to electric power of old ones.

**General Electric**  
General Office **Company** Schenectady, N.Y.





## ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

## UNION IRON WORKS, Decatur, Ill.



# GOODRICH

## "LEGRAIN" *ELEVATOR* BELT

"LEGRAIN" is the acme of Grain Lifting Belts. It has been installed in the largest legs of many important Terminal Elevators and Milling Plants, as well as in smaller, tho equally important Country Elevators. Everywhere it has been an unqualified success, effecting a continuous, steady distribution of Grain. May we send you full details of our product?

# GOODRICH

## "CARIGRAIN" BELT

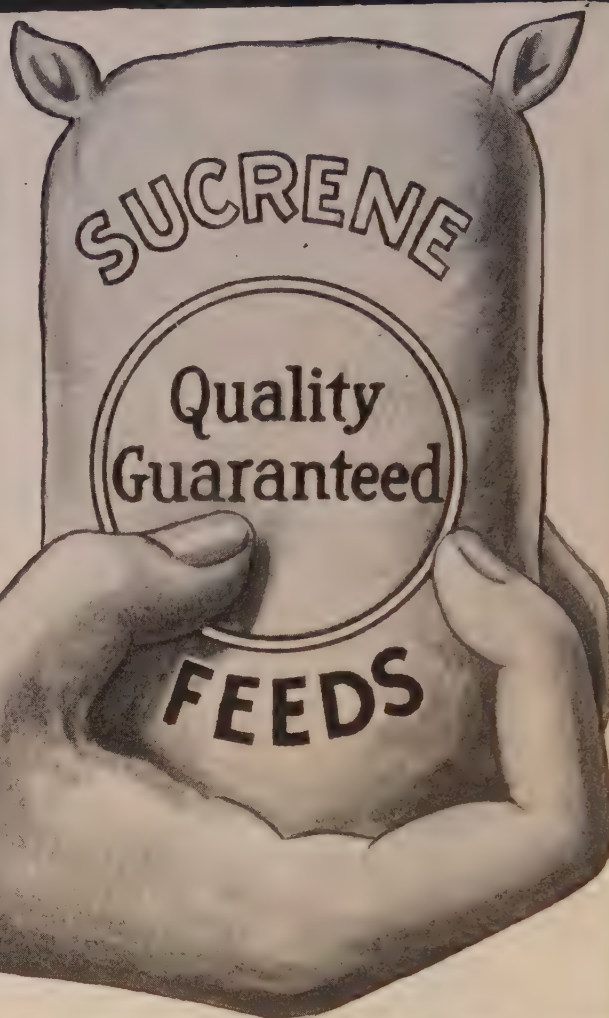
This represents the highest development of the Conveyor Belt for Grain Handling. Its extreme toughness and flexibility, its perfect adaptability for use with troughed or flat idlers, and its remarkable long-aging qualities, make "CARIGRAIN" a profitable purchase that will "carry-on" with almost indefinite persistence. Write us today.

THE B. F. GOODRICH RUBBER COMPANY  
The City of Goodrich—AKRON, OHIO





**"Hold Fast  
That  
Which Is  
Good"**



# SUCRENE FEEDS

**In Their 20th Year of Popularity**

One dealer, who has handled Sucrene Feeds for many years, writes: "We have had increasing sales on Sucrene Feeds each year. When we sell a feeder Sucrene he is generally a regular customer. Have handled a number of other feeds but they are hard to start and generally fall off. In the long run we consider Sucrene our best seller."

**Quality First and all the Time  
The Sucrene Feed Slogan**

It gives you a grip on the feed business which competition can not break.

Our new feed mill at Peoria, Ill., the greatest and most modern plant in America, devoted exclusively to the manufacture of mixed feeds, will soon be ready for work. In the meantime our Owensboro, Ky., plant is running double shifts to keep up with the demand for Sucrene Feeds.

We solicit your order for Poultry Scratch Feeds in any quantity. The late fire did not affect this branch of our manufacturing facilities. Address Main Office at Peoria, Ill.

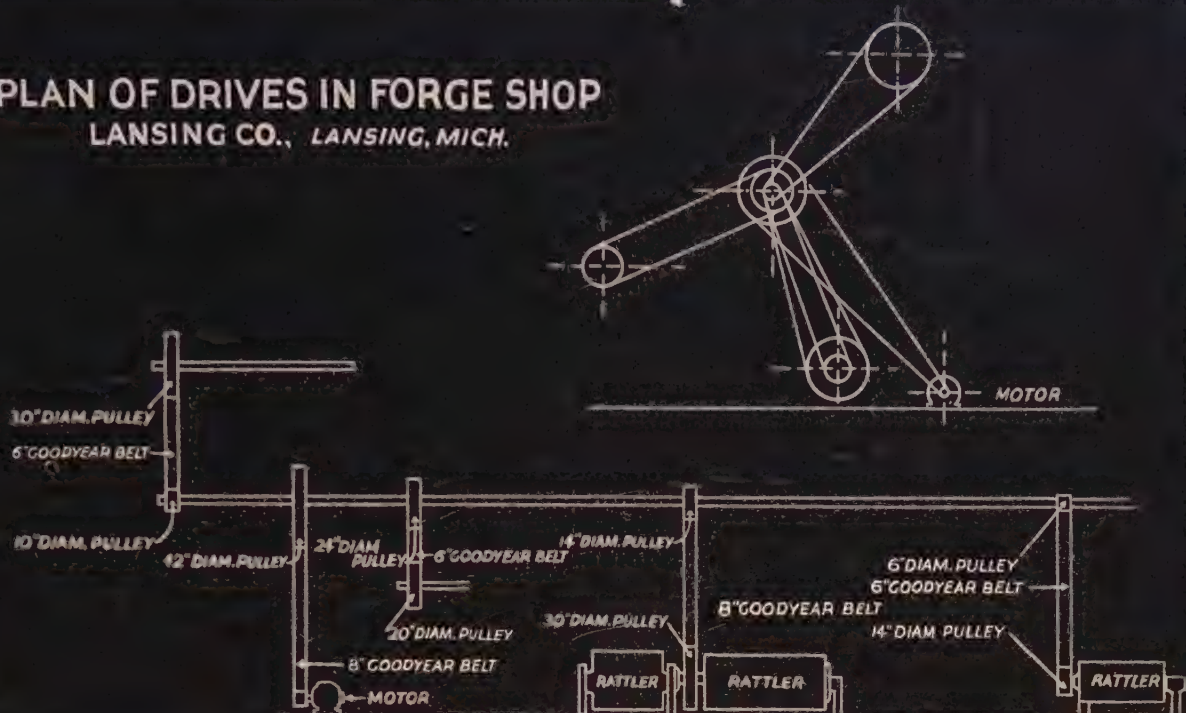
**AMERICAN MILLING COMPANY**

Main Office and Mills: PEORIA, ILL.

Southern Mills: OWENSBORO, KY.



## PLAN OF DRIVES IN FORGE SHOP LANSING CO., LANSING, MICH.



## \$11.66 Lower Price, \$60.01 Lower Cost—and the G. T. M.

One day in the summer of 1917 a G. T. M.—Goodyear Technical Man—called on the Lansing Company in Lansing, Michigan. He explained the Goodyear Plan of selling belts, of making a diagnosis of the conditions surrounding each drive and then prescribing the proper belt to meet those conditions. It seemed to him that the men he talked with rather thought that his belts must be very high priced.

But they showed him a motor drive, operating a line shaft, on which a double belt generally gave only six or seven months' service. He studied that drive, noted the excessive heat of the forge-shop in which it was, noted the presence of grit and dust, made his measurements of power, speed, distance between centers, pulley sizes and the like. Then he prescribed an 8-inch 5-ply Goodyear Belt of Blue Streak Construction.

The price was lower by \$11.66 when compared with that of the belt then just about giving out. So they thought they might as well give him a trial order. The belt came and was installed August 9th, 1917.

In spite of the heavy duty drives from the line shaft—drives operating rattlers and an elevator for hoisting iron to the foundry—it gave them a trouble-free service that they had never hoped for before. And it lasted seventeen months—although

its price was \$11.66 lower than that of the seven months' belt.

Price is what you pay for an article; its cost is what you get out of it. The old, expensive belt was priced at \$33.88 in the summer of 1917. It cost \$4.84 per month for its seven months' life. The Goodyear Belt specified by the G. T. M. was priced at \$22.22—and cost \$1.31 per month for its seventeen months' service.

Its cost was \$3.53 per month—\$60.01 less for the seventeen months. But long before it was worn out, the G. T. M. was asked to analyze another drive, one from the line shaft to a pair of rattlers. He specified an 8-inch 5-ply Goodyear of Blue Streak Construction. After it had been operating sixty days, the superintendent was so well pleased with its greater efficiency and freedom from trouble that he ordered another according to the G. T. M.'s specifications, and later still another; by Jan. 10th, 1919, there were five Goodyear Belts in the forge shop alone.

If you have a belt-eating drive in your plant, send for a G. T. M. In most cases he can save for you both in price and cost. His services are free, for the business sure to result within a few years more than pays for our investment in having him study your drives and specify the right belt to meet your conditions.

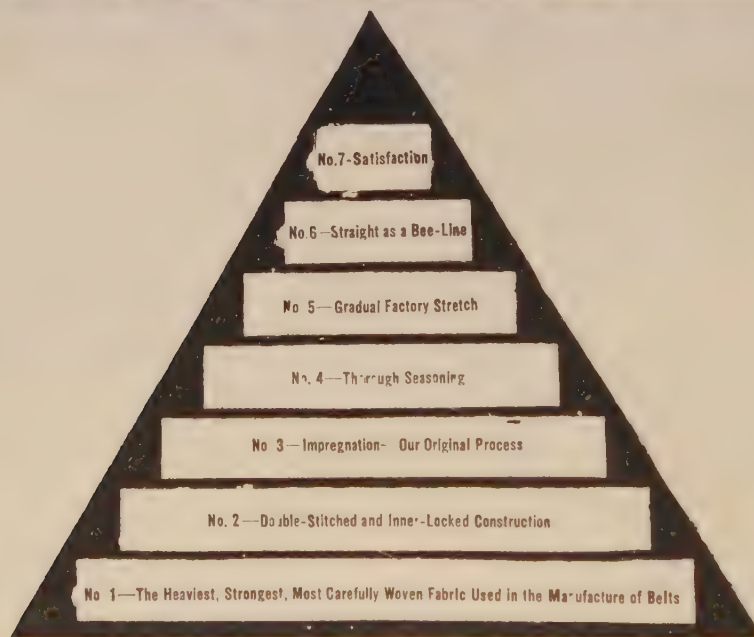
BELTING • PACKING HOSE • VALVES  
**GOODYEAR**  
AKRON



# REXALL

## DOUBLE - STITCHED

# BELTING



### No. 1

Your first demand in a belt is for **RELIABILITY** and **reliability** begins with **strength**.

Strength in a conveyor or elevator belt depends upon the fabric, and the **better the fabric, the better the belt**.

The strength of a better fabric than is used in any other type or make of conveyor or elevator belt that we know of is the **FOUNDATION** of REXALL RELIABILITY.

#### ANTISULPHO BELTS

are especially  
impregnated for  
bleachery service.

## IMPERIAL BELTING CO.

Factory and General Offices: Lincoln and Kinzie Sts.

CHICAGO

Branch Offices:

120 Liberty Street,  
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512 Hippodrome Bldg.,  
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Pittsburgh, Pa.

305-209 Kresge Bldg.,  
Detroit, Michigan.

924 Kearns Bldg.,  
Salt Lake City, Utah.

Consult with our engineering staff if you wish assistance in solving a difficult or an unusual conveying problem. This service is offered without obligation on your part.



# 6800 PEOPLE

## Make nothing but National Cash Registers

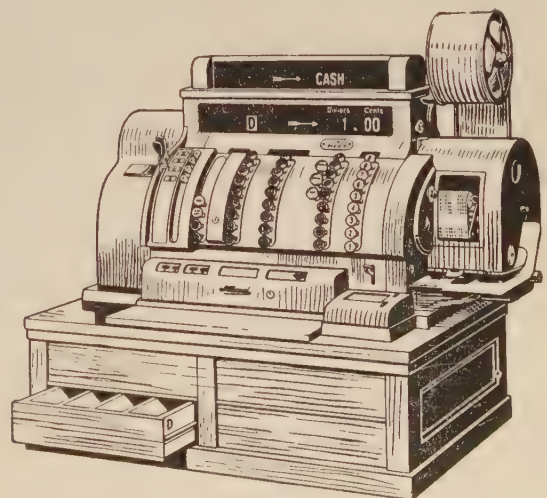
**T**HEY work with the best materials that we can buy. They are well organized. They are carefully trained. Their working conditions are good.

They are making a machine that is the result of 35 years of study. Into this machine we have put thousands of suggestions from merchants all over the world.

These 6,800 workmen are doing their work so well that we are making and selling more than 325 registers a day.

The National Cash Register Company  
Dayton, Ohio

Offices in all the principal cities of the world





## Efficient Transmission for Grain

The difference in cost of handling grain is largely one of efficiency in equipment. New devices to meet modern demands must save time and labor. Our engineers have kept these ideas ever before them and are ready to work out details for you.



One feature that adapts itself efficiently to save cost in many places is our

### Telescope Trolley Spouts

made of steel to meet any requirements as to length, diameter and thickness. We are equipped to supply your needs for all kinds of grain transmission machinery. Our catalog lists everything—it's FREE.

**Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago**

## Farmers WANT *Ankorite* Steel Drive Posts

**M**ILLIONS of practical farmers are reading hard-hitting facts about Ankorite Steel Drive Posts in all of the leading farm magazines. They know the posts and they want them—and they want to buy them from YOU.

We're getting inquiries from thousands of farmers who want to know where they can buy Ankorite Posts. Many of them come from your territory—can we refer them to you? An Iowa dealer writes:

"Please ship us at once 1000 more of your 6 foot 6 inch line posts. We're sold out and the farmers are crying for more posts, so please rush the order and we will do our part."

Dealers who began by ordering a few hundred Ankorite Posts are now ordering carload lots by wire! They can't get them fast enough to meet the demand.

Take advantage of this big, smashing, money-making opportunity. Some live wire dealer in your territory is going to make a lot of money through the exclusive sales rights for Ankorite Posts—and we're going to get behind him with all of the resources of the Calumet Steel Company to help him sell posts as he never sold them before.

We want you to be that dealer. Sit down right now and drop us a letter or postcard. Just say "Send me details of your dealer proposition and co-operative sales plan." We'll do the rest.



**Calumet Steel Company**  
208 So. La Salle St., Dept. 9  
CHICAGO



# Protect your Elevator from Sparks and Smoke.

Locomotive smoke carries red hot sparks which make inflammable roofs a constant risk. The state fire marshal of Illinois reports 637 fires, from this cause, for February alone.

Smoke has a strong corrosive effect on sheet metal, and this combined with other corrosive influences destroys ordinary sheet metal very rapidly.

The safest, most practical, most lasting siding and roofing for elevators is **Toncan Metal.**

Toncan Metal lowers your insurance rate. It protects your elevator against lightning as well as against locomotive sparks. It outlasts ordinary sheet metal two and three to one.

Write today for our "Corrosion Book," a veritable handbook on sheet metal.

**The Stark Rolling Mill Co.**

Canton, Ohio

Sole Makers

# TONCAN METAL

**Cannot Burn.**

**Resists Corrosion.**







## HOW MANY TRIPS

to the top of your elevator do you make in the course of a year? Make an estimate, and then figure the amount of time and energy you are wasting if your house is not fitted with an easily and cheaply operated manlift.

## The CONSTANT SAFETY MANLIFT

will eliminate this waste—and it will make the elevator and the elevator operator more efficient in every way. It is the easiest and cheapest operated manlift on the market, and the safest as well. The sheave over which the rope operates is fitted with ball bearings; the brakes are adjustable and positive in their action, and they work independently of each other. All material is carefully selected for the work it is to perform.

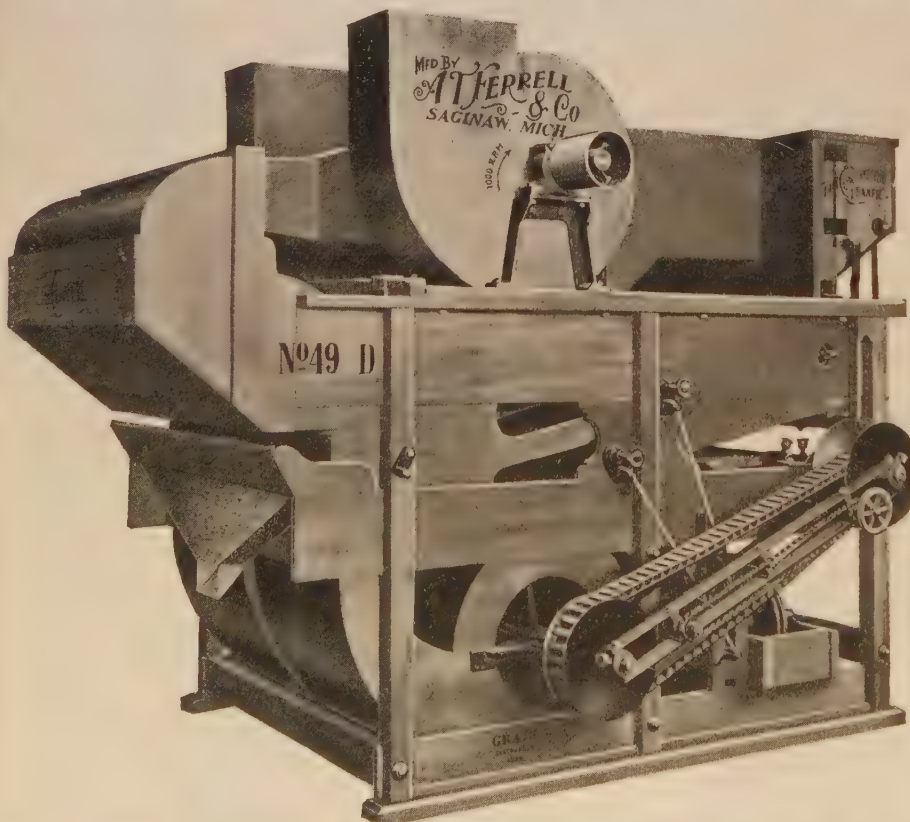
*A manlift reduces the insurance rate.*

Ask for our catalog of elevator machinery.

**B. S. CONSTANT MFG. CO.**

**BLOOMINGTON, ILL.**

## Dustless "Clipper" Cleaner Number 49-D



This is an excellent machine for cleaning clover, timothy, flax and all kinds of fine seeds, also grain, beans or peas. It has two screens with roller bearing brushes under each screen and is strictly up-to-date in every respect.

The dustless attachment is a great advantage. Its fan is powerful and will drive the dust a long way. It also has a short leg which lifts the dust and dirt from the grain before it passes over the screen.

We have a machine for almost every grain cleaning purpose. Write for our catalog and full information.

**A. T. Ferrell & Co.**  
Saginaw, W. S., Mich.





# “Hamilton Made”

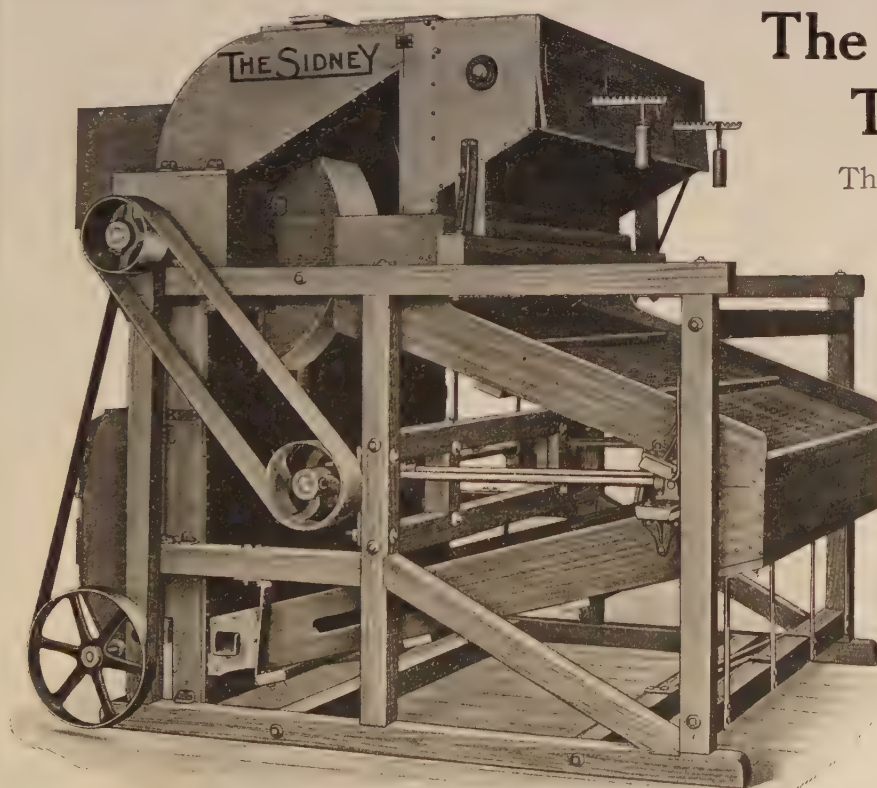
## When Equipping New or Rebelting Your Elevator

Investigate and Buy “Hamilton Made” Rubber Belts. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engine and Motor Drives. LAKEWOOD for Legs and Conveyors. *Write for particulars.*

**HAMILTON RUBBER MFG. CO., 218 No. Wells Street, CHICAGO**

**FACTORIES: Trenton, N. J.**

**BRANCHES: New York and Philadelphia**



## The First Step Towards Success

The most important machine in an elevator or mill is the cleaner. The “Sidney” Double Shoe Corn and Grain Cleaner illustrated here is perfection in every working part.

We guarantee it will clean corn, oats, wheat, rye and barley successfully.

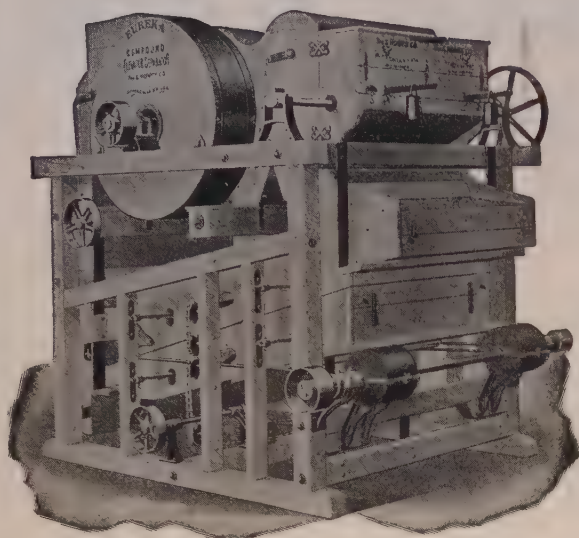
Its simplicity saves trouble and insures durability.

The shoes vibrate, but they are driven by opposed eccentrics, which causes the machine to run without vibrating the building.

*Write for further particulars*

**The Philip Smith Manufacturing Co., Sidney, O.**





*Ask someone who owns one*

From a purely  
**"RESULTS-DELIVERED"**  
 standpoint no machine  
 quite compares with the  
**"SERVICE-FULL"**  
**"EUREKA"**

It's a really-truly worth-more



**GRAIN CLEANER**



MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

**S. HOWES COMPANY, Inc.**

SILVER CREEK, N. Y.

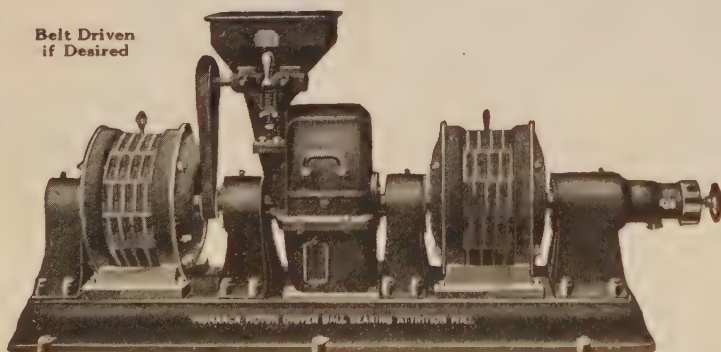
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## MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily  
 All Attrition Mill Requirements*

Belt Driven  
 if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

### Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

*Write for Catalog No. D115*

## SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

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DIRECT HEAT OR STEAM

CONTINUOUS FLOW

MADE IN ALL SIZES

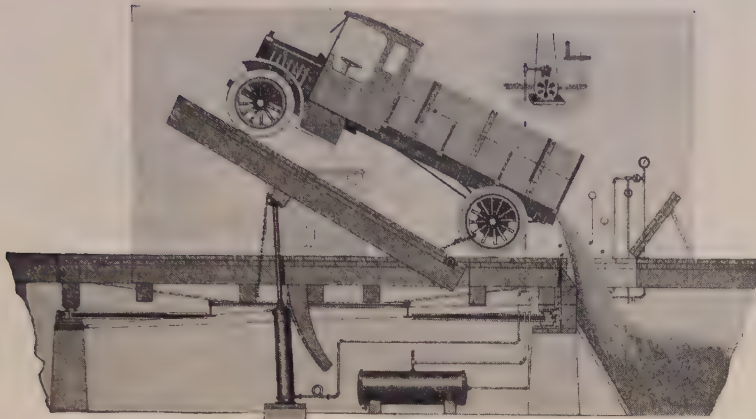
# Randolph Grain Driers

WIRE  
 WRITE  
 PHONE

O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.



# Can You Dump All Rigs on Your Scale?



—install a  
Globe Com-  
bination Auto-  
Truck and  
Wagon Dump  
and you can.

WHAT are you going to do when an auto-truck load of grain comes to your elevator? If you can't dump it you may lose a good customer. You can't afford to be without an auto-truck dump, neither can you afford to buy one that won't handle both trucks and wagons, or one that you can't install in connection with your scale.

THE GLOBE COMBINATION AUTO-TRUCK AND WAGON DUMP will unload either automobile truck, farm wagon or sled. It can be installed in connection with any standard make and size of scale or independent of the scale if desired.

The Dump Platform is in two sections, either of which can be raised independently of the other, by simply shifting the tilting power cylinder either forward or backward and opening an air valve.

The compressor which supplies the air and the tank in which it is stored may be placed anywhere in the elevator—on the work floor or even in the cupola. They need not be placed together if it is more convenient to arrange them otherwise, as the air is easily piped from compressor to tank and then to power cylinder no matter how the three may be located.

Manufactured by  
*Globe Machinery and Supply Co.*

205-211 W. Court Ave.,

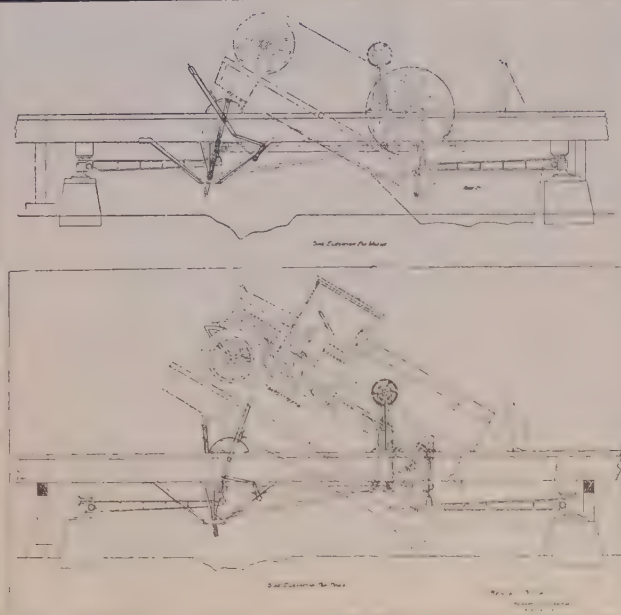
Des Moines, Iowa

## —it's the tilting power cylinder

—simply shift it forward under the truck  
section to dump auto-trucks or rearward  
under wagon section to dump wagons  
and sleds—it fits any make or size of scale

## Write for Catalogue at Once





## Study the Illustrations

We have changed our combination truck and wagon dump from motive to hand power. We are using gravity (as you have been using for the past thirty years on the wagon) on the truck. In place of using an oil control either under the front of the dumping platform or as a rear control or a brake to retard the fall of the load of either vehicle, we use a hand wheel to which is attached a sprocket. From this sprocket there is a chain to the end of the shaft leading to the jack screw. Around the jack screw is a female threaded hub bolted to a ring gear which is driven by a pinion attached to the end of the shaft driven by the chain and sprocket. By this method you use the jack screw to retard the fall of the load of either vehicle, absolutely taking away all danger or hazard of the operator and making it a simple, positive and efficient means of unloading any vehicle as quickly as you want to. Our tests show that vehicles have been tilted to an angle of 30 degrees in 18 to 30 seconds and at all times you have absolute control without danger of the fall of the load.

### Our Dump Is Attached to and Is Part of the Weighing Platform if Scale Is in the Runway.

There can be no question as to the correct weight if you use our dump. No other dump manufactured today will dump your load to the same angle without motive power or air pressure. We guarantee to tilt the platform to thirty degrees in less time than any other dump manufactured if you take into consideration the safety of the device.

Any one desiring to use motive power can also do it in connection with our dump by using two pulleys on pinion shaft and a clutch and automatic control which we will furnish on request, but do not think there is any need of changing from the greatest of all methods—GRAVITY. Any truck dealer will tell you that 75% of the weight of the loaded truck is carried on the rear axle, therefore, if our center bearing rod on which the platform pivots is in front of this load and the wheel base of the rear axle is always in one position, you cannot question our method. When the truck is empty, any dealer will tell you that there is 20% more weight on the front axle than on the rear, therefore, on the truck load we use our jack to retard the movement of the load in both directions.

Our dump thoroughly cleans your wagon or truck in the same manner that you have always unloaded grain. With the exception that by our device, there is not any possibility of the operator being injured and the cost of installing our dump is practically nothing.

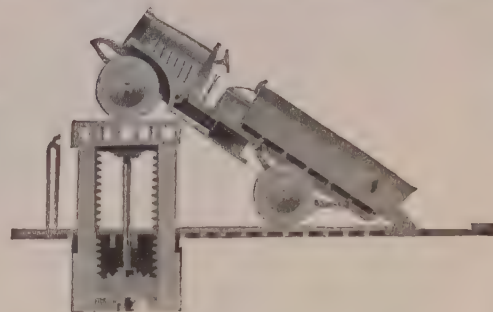
Where the scale is not in the runway, our dump can be used on a 16-foot platform. Where the scale is in the runway you can use either a 22 or 26 foot weighing platform dumping over the end or through the scale.

ORDER ONE TODAY, and when it is installed and does what we claim, you can remit for it.

**EDWARD R. BENSON COMPANY**  
MINNEAPOLIS, MINN.

## Trapp Dumping System FOR AUTO TRUCKS AND WAGONS

S  
A  
F  
E



S  
T  
R  
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N  
G

The only perfectly safe way of dumping Auto Trucks. No danger of injury to any truck. No extensive remodeling of the old drive-way required to install. Old style dump need not be disturbed.

More TRAPP AUTO TRUCK DUMPS in use than all other truck dumps combined. Approved by Insurance Underwriters and leading elevator builders. Installed by some of the largest line elevator houses in the country.

### MODERNIZE YOUR PLANT NOW

Write for particulars.

## TRAPP-GOHR-DONOVAN CO.

1125 North 22nd Street

OMAHA, NEBR.

J. W. PARKIN, *Southwestern Representative*  
4220 Prospect Ave., Kansas City, Mo.

## TRAVEL

### With the Grain Dealers Journal Into the offices of your fellow Grain Dealers

Visit the numerous grain conventions thruout the country. The great Court chambers where the legal controversies of your business is being decided.

Learn of the different methods being used by the most enterprising grain dealers.

Note the wonderful improvements being made in mechanical facilities for handling and improving grain.

See it all in the GRAIN DEALERS JOURNAL, WITHOUT SETTING FOOT OUTSIDE YOUR OWN OFFICE.

From NOW ON DON'T MISS A SINGLE NUMBER—TWICE EACH MONTH—ONE YEAR, ONLY \$1 75.

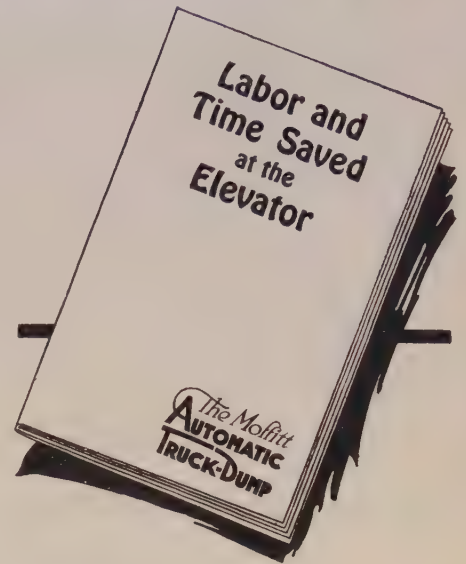
### RITE US NOW

**GRAIN DEALERS JOURNAL**  
305 South La Salle Street, Chicago, Ill.



# Send for this *FREE* Book

It tells all about the 30 days free trial offer on the Moffitt Automatic Truck Dump. Every Elevator owner and manager should have this book. It's valuable to you. Learn how to save time and labor at the elevator and dump grain loaded trucks in a jiffy with this simple, automatic dump.



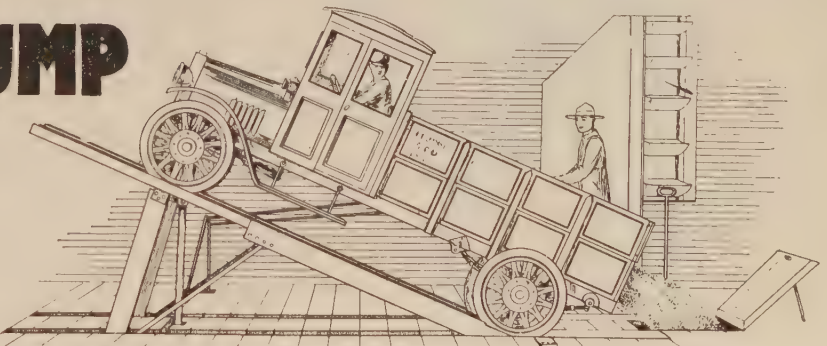
## Combines with your Present Equipment

This simple yet powerful device combines with your present equipment. It is easily installed without interfering with your wagon dump; in fact, is merely additional to it. This Moffitt Automatic Truck Dump meets your demands for a simple and practical method of quickly unloading trucks of grain. No power, no pulling, no jacking up, no screwing. You simply push a lever—a boy of ten can do it—the track rises to place. The truck drives on. It is never raised. The grain is unloaded in a jiffy. Another easy pull of the lever and the track slowly and softly settles into place. The truck drives off, the job is done in a jiffy.

# *The Moffitt* **AUTOMATIC TRUCK-DUMP**

### Send for that FREE Book

Every elevator owner and manager who realizes that more and more grain will be handled by trucks knows he needs this simple, effective unloader. Do not risk losing the trade of busy farmers who become impatient waiting for



Showing side view of truck dump with truck on it ready to unload.

trucks to be unloaded. The truck owner will favor the elevator who gives him this help. The farmers with grain loaded wagons, too, will favor you. They don't want to wait while trucks unload.

*So send for this Free Book. Learn how and why this simple device does so much work for you. There is no obligation. Just a postal and the book goes to you.*

## **AUTOMATIC TRUCK DUMP CO.**

502 Grain Exchange Building

OMAHA, NEB.



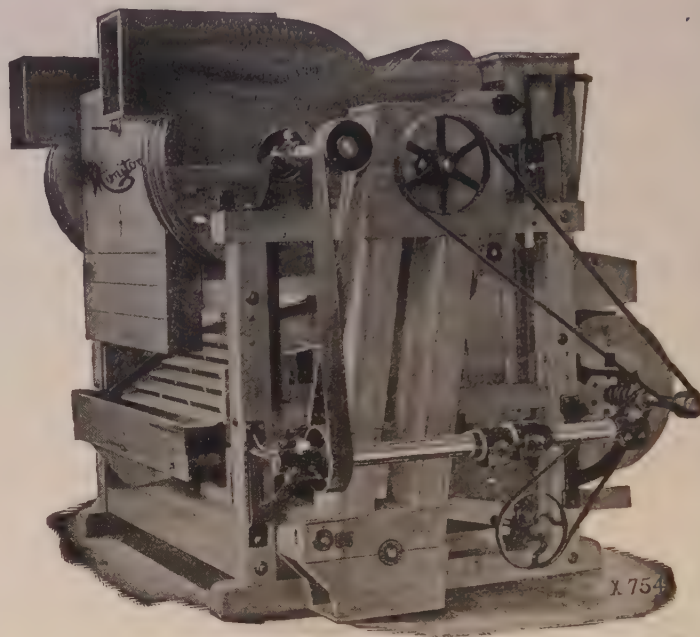


## Northwestern Separator

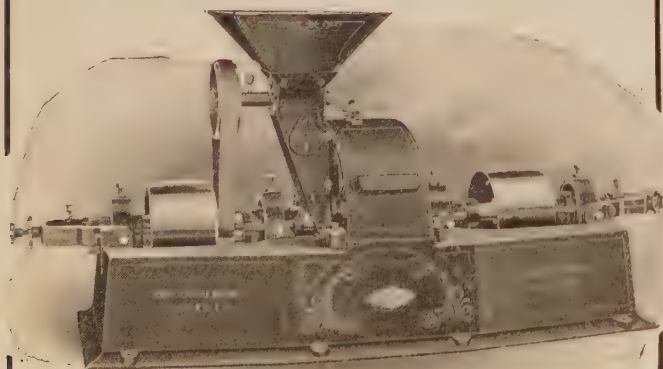
Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

**HUNTLEY MFG. CO.**

Silver Creek, N. Y.



## You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

**THE ENGELBERG HULLER CO.**

831 W. Fayette Street

SYRACUSE, N. Y.

## WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Gravity Cleaner
Attrition Mill	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
{ Roller	Oat Bleachers
Belting	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	Power { Gas Engine
Car Loader	{ Kerosene Engine
Car Mover	{ Motors
Car Puller	Power Shovel
Car Seals	Sample Envelopes
Cleaner	Scales
Clover Huller	Scarifying Machine
Conveying Machinery	Self Contained Flour Mill
Distributor	Separator
Dump	Sheller
Dump Controller	Siding-Roofing { Asbestos
Dust Collector	{ Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Spouting
Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

or anything used in a grain elevator.

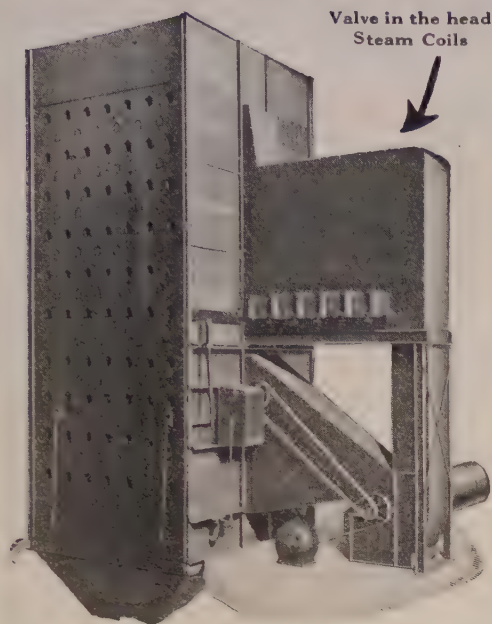
Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

**INFORMATION BURO**

Grain Dealers Journal, 305 So. La Salle St., Chicago



# MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED  
BUY AN AUTOMATIC MORRIS**

You will use it every year.

**AUTOMATIC and SELF CONTAINED**

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of  
Direct Heat Driers**

**THE STRONG-SCOTT MFG. COMPANY**

*"Everything for Every Mill and Elevator"*

GREAT FALLS

SPOKANE

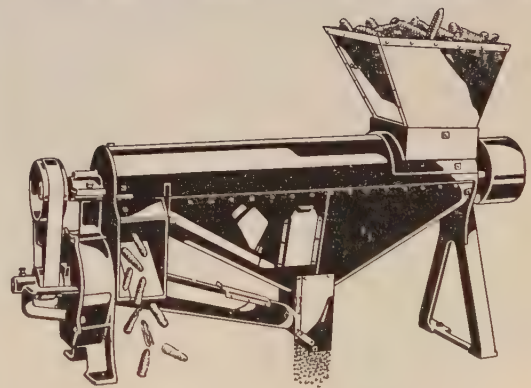
MINNEAPOLIS

WINNIPEG

**Have You  
Seed For Sale?**

**Do You Wish  
To Buy Seed?**

**See our "Seeds For Sale—  
Wanted" Department  
This Number.**



Style A Triumph Corn Sheller

**NO WOOD  
IN TRIUMPH CORN SHELLERS**

Triumph Corn Shellers are built entirely of iron and steel. There is no wood to warp or crack. They are built for endurance and have endurance, for hundreds of them have shelled corn for twenty years and more, and are still going strong.

If you want a dependable sheller — get a Triumph. It will pay.

Bulletin upon request.

**THE C. O. BARTLETT & SNOW CO.**  
Main Office and Works: Cleveland, Ohio.



4 ft. long Steel Grain Tryers \$6.50; or 5 ft. long \$8.30. We make Double Brass Tube Tryers; Bag Tryers 6 and 9 inches long, and Deep Bin Tryers. The best line in market. Circulars free.

BAUM METAL SPECIALTIES, 1311 Baltimore Avenue, KANSAS CITY, MO.



## THE ONLY SANE, SAFE THING

to do is to install an All Metal  
Fire Proof

## Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co.,

Jackson, Michigan

## Handling Grain for Profit?

If you could DOUBLE the hourly and daily capacity of your present elevator leg; CUT IN HALF the attention, labor and time you now give to it; would such an achievement be of value to you? Figure this out carefully, and see what such a scheme would mean to you in the long run, financially.



You are handling grain mainly for profit. Could you possibly attain your ends in a more simple, or more certain way, than to double the efficiency of your elevator plant? And in a new leg, without cost?

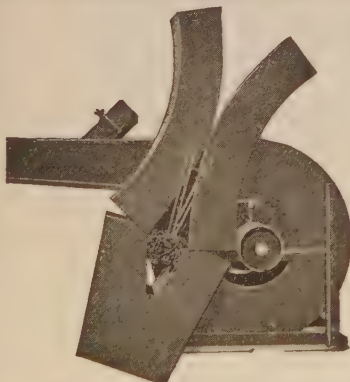
Send for Catalogue F and then let us further unfold this idea to you.

### THE HALL SIGNALING GRAIN DISTRIBUTOR

Our idea is that the Distributor should direct all the grain to the exact spot without mixing, with the least trouble or care, not only now and then, but always.

That is the service that the Hall Distributor performs.

Hall Distributor Company, 222 Railway Exchange, Omaha, Nebr.



## No Need to Scoop Grain in a Dirty, Dusty Car

"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

We must go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed. 30 DAYS' FREE TRIAL.

Write for our two booklets—"60.00 A CAR PROFIT" and "BETTER PROFITS FOR YOU." They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.

## GRAIN SHIPPING LEDGER — Form 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship. The pages are 10½x15½ inches, used double.

The book contains 100 double pages of the best linen ledger paper. A regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$3.00.

GRAIN DEALERS JOURNAL, 305 So. La Salle Street, CHICAGO, ILLINOIS

Prevent  
CLAIM LOSSES

with

## TYDEN CAR SEALS

Bearing shipper's name  
and consecutive num-  
bers.

6000 SHIPPERS

Are now using them.

Write for samples  
and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL.



## NEW BADGER

SLIP PROOF

SAFETY SPURS

## CAR MOVER

Insures Against Damage Claims



--the  
Slip-  
proof  
Safety Spurs

grip edges of rail, where they have not been polished hard by wheels. This double grip insures against mover slipping and allowing operator to fall, and break his arms or injure his face, as frequently happens with ordinary movers or crow bars.

Try One 30 Days—No Money in Advance

If you keep it, send us \$5.50, plus freight—if you don't we pay freight both ways and forget it.

For sale by leading jobbers everywhere. If yours can't supply you, order direct.

Advance Car Mover Co., Dept. C, Appleton, Wis.  
Canadian Advance Car Mover Co., Welland, Ont.

## BOX CARS

30—60,000 lb. capacity.  
Thoroughly overhauled.  
Pass M.C.B. & I.C.C. Requirements

Immediate Shipment

ZELNICKER IN ST. LOUIS

"The Nation's Market Place"

For Rails, Locomotives, Tanks, Pipe,  
Piling, Engines, Boilers and Power  
Plant Equipment.

Get Bulletin No. 265—it contains 88  
pages of real values and will surely save  
you time and money.

## Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of  
price; or on trial to responsible  
parties. Has automatic valve and  
fine sponge.

H. S. COVER  
Box 404 South Bend, Ind.





## Buy this Tester

### Because

- It is made according to Government Specifications.
- It is the most complete outfit on the market.
- the thermometers are certified.
- It is equipped with "Pyrex" Glass or Copper Flasks.
- the Special Oat Graduate as well as the Regular Graduates are included.
- It is heated with Electricity, Alcohol or Gas.
- the electrical equipment is fully guaranteed against all defects.
- It is approved by the Mutual Fire Prevention Bureau.
- It will pay for itself many times in a season.
- its cost is very reasonable.

Ask for full information

**FLINT BROWN DUVEL**  
**MOISTURE TESTER**  
MANUFACTURED BY  
DE ROO GRAIN LABORATORIES  
FLINT, — MICH.



### A Tester Wants a Job

in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our Free Booklet. DeCar Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA



## Judging by Service

If you judge by years of service then you will decide that

### DIXON'S Silica-Graphite PAINT

is the paint you should buy. The lowest price per gallon is the highest per year. A quality paint like Dixon's that has been making long service records for over 50 years, and is made in First Quality only, means economical service at low cost. Write for booklet No. 15-B and convincing records.

Made in Jersey City, N. J., by the  
**JOSEPH DIXON CRUCIBLE COMPANY**  
ESTABLISHED 1827.

**ACCOUNT  
BOOKS**

FOR SALE BY  
**Grain Dealers Journal**  
CHICAGO

## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

### The Combined Grain Cleaner and Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

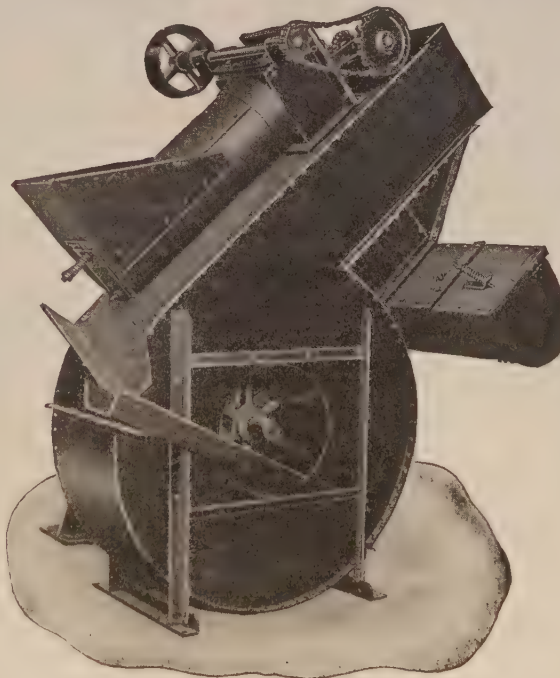
Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

## A better way to handle GRAIN is the Bernert Way

### WHY?



Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**. Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

## Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

## SHIPPERS' CERTIFICATE OF WEIGHT

FORM 89 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. Size 4 1/2 x 9 3/4 inches. Price, \$1.50.  
GRAIN DEALERS JOURNAL, 305 South La Salle Street, Chicago, Ill.

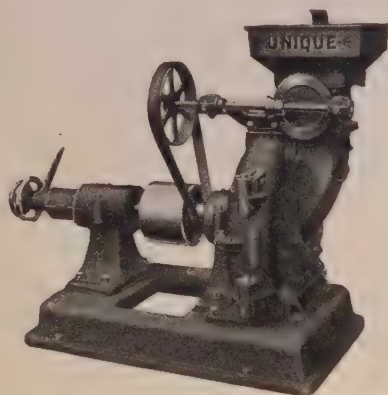


## UNIQUE MOTOR-DRIVEN BELT-DRIVEN ATTRITION MILLS

will grind economically.

One man wrote us recently:

"In first month I did \$200.00 worth of grinding at a cost of \$35.00 for electric power. I charge 10 cents per 100 lbs."



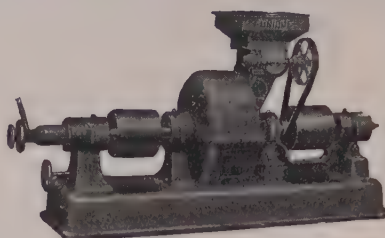
ARE YOU GOING TO  
PASS UP THE OPPOR-  
TUNITY OF MAKING  
MONEY THIS YEAR?  
BUY A UNIQUE TODAY.

Write Nearest Office

**Robinson Mfg. Co.**  
**Muncy, Pa.**

P. O. Box 411

Chicago Office: 416 Western Union Bldg., Chicago  
456 L St. N. E. - - - - - Minneapolis, Minn.  
1131 S. 2nd St. - - - - - Louisville, Ky.  
79 Milk St. - - - - - Boston, Mass.  
3325 Archwood Ave. - - - - - Cleveland, O.  
39 Cortland St. - - - - - New York City



## CLARK'S GRAIN TABLES FOR WAGON LOADS

(Thirteenth Edition)

The best and most complete edition of these popular reduction tables ever issued. It contains 12 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on heavy tough Manila stock. It is reinforced at back with cloth. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks. The table shows the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barely at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 31½ cents in ½ cent rises.

Order Form 4090 WL. Price 50 cents.

**GRAIN DEALERS JOURNAL**

305 S. La Salle Street Chicago, Ill.

## FOUR THINGS

the advertiser considers before an advertisement is placed:

## CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

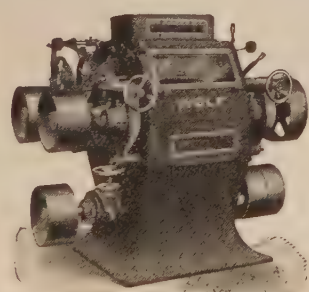
## You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

## SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN  
DEALERS JOURNAL**  
OF CHICAGO



## FLOUR MILLS

Equipment which produces high quality of flour, gets a big yield per bushel and is economic in operation is that manufactured by The Wolf Company.

For dependable flour, corn, cereal and feed mill machinery, write us for our big new catalog No. 18 and get in touch with our nearest field engineer.

**THE WOLF COMPANY**

Chambersburg, Pa.,

## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

**J. B. EHRSAM & SONS MFG. CO.**

ENTERPRISE, KANSAS



# Try This Business Building Feed It's A Sure Winner !

International Pig Meal is one of the greatest repeaters we ever put out. Farmers everywhere are learning that this 18% protein ration is far in advance of any feed for pigs on the market. *And their belief is being backed by their orders.*

## INTERNATIONAL PIG MEAL

### For Pigs, Shoats and Brood Sows

As a healthy fat builder for pigs International Pig Meal is in a class by itself. This scientific mixture contains cocoanut meal, locust bean meal, blood meal, wheat shorts, wheat flour and linseed oil meal. One pound equals one gallon fresh milk in feeding value.

### Try A Ton

If you have not yet tried this great feed among your trade try it now. It retails around \$80.00 a ton, delivered, carrying a reasonable profit margin for you. Send a trial ton order today—you will never regret it.

**INTERNATIONAL SUGAR FEED CO.**

**Minneapolis, Minn.**

Mills at Minneapolis  
and Memphis

Live  
Salesmen  
Wanted



*This is the  
Sack the  
Farmers look  
for —  
Order Now*

## IMPROVED DUPLICATING GRAIN TICKETS

A book of 250 leaves for record of grain purchased by Federal Grades. Each of the 125 original leaves of white bond paper bears four scale tickets spaced as shown in engraving herewith, is machine perforated. Size of ticket 3x6 $\frac{3}{8}$  inches, or double the size of cut.

The 125 duplicates are printed on manila, but not perforated.

Check bound at top of tickets with hinge top cover, 500 tickets in each book, arranged horizontally. Size of book, 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of good carbon.

The printing is crosswise the ticket and spaces are provided for the necessary entries in their logical order.

Form 19GT Duplicating (200 pages)...\$1.35  
Form 19GT Triplicating (300 pages)... 1.75

OWNER		
HAULER		
GRAIN	GRADE	DOCKAGE
		%
GROSS		
TARE		
NET		
TOTAL DOCKAGE		
NET POUNDS		
BUSHELS		
PRICE	AMOUNT \$	
STORAGE TICKET NO.		
CHECK NO.		
STATION		
NO.	19	
WEIGHER		
NAME OF FIRM OR BUYER		

Ticket is twice size of cut.

For Accurate Moisture Tests  
use our Grain Dealers Air  
Tight Cans for forwarding  
your grain samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.

## Your Advertising Seed

may grow anywhere, but  
you are sure to reap a  
bountiful crop of large  
orders when planted in  
our "Seeds Wanted - For  
Sale" department.



Protect your  
Shipments  
by using  
**Edgar Car Seals**

Write or mail coupon TODAY

**Edgar Steel Seal & Mfg. Co.**

617 Vermont Street, LAWRENCE, KANSAS

Send samples and full information how  
Edgar Seals are saving money for shippers.

Quote price on..... Seals

Firm.....

Address.....

## GRAIN DEALERS JOURNAL

305 So. LaSalle St.

Chicago, Ill.



# GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with  
Torsion Balances.



5055

Style No. 5055 Corn  
Addity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

## The Torsion Balance Co.

Pacific Coast Branch:  
46 California Street  
San Francisco, Cal.

Factory:  
Jersey City, N. J.

Office:  
92 Reade Street  
New York

## Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

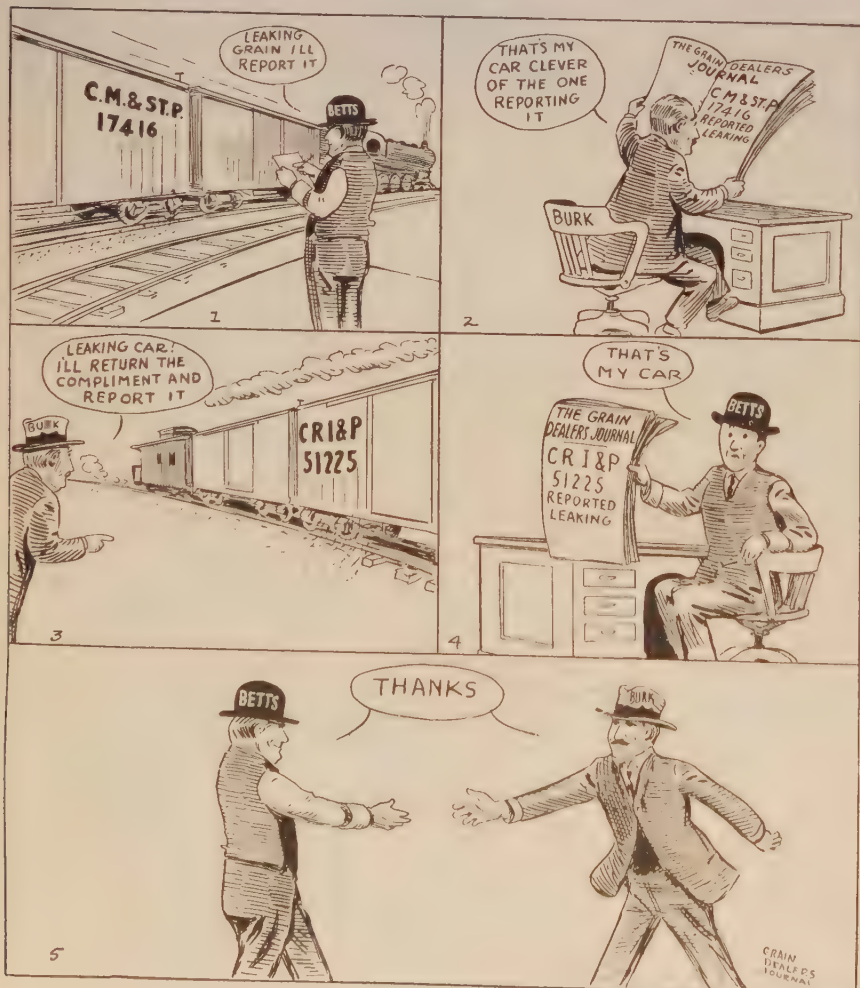
There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our AUTOMATIC DUMP CONTROLLER.

L. J. McMILLIN

525 Board of Trade Bldg. INDIANAPOLIS, IND.

## CASTING BREAD UPON THE WATERS



Why Some Grain Shippers Always Report Each Car They See Leaking in Transit to the Grain Dealers Journal, 305 So. La Salle Street, Chicago, Ill.

## KENNEDY CAR LINERS

Prevent Leakages  
Avoid Claims  
Saves Money

Used by Thousands of  
Progressive Shippers

MADE BY

## THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA

### CONE-SHAPE GRINDERS

**IT PAYS TO GRIND ALL GRAINS**

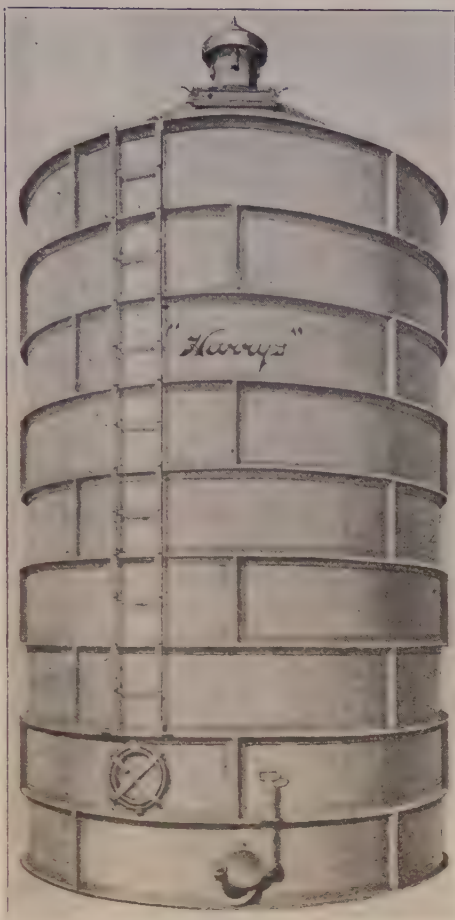
Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. GI

N. P. BOWSHER CO., SOUTH BEND, IND.





## Harry's Sectional Grain Storage Tank

will solve the problem which the big grain crop of this year will put up to the Grain Shipper, the Grain Dealer and the Miller.

Sectional in construction, they can be shipped anywhere. They are easily and quickly erected with unskilled labor and are just as easily taken down for removal to another location.

The Harry's Grain Storage Tanks will add to your present storage capacity easily, quickly and cheaply.

We can furnish these grain tanks in various diameters and heights and in capacity up to 8,000 bushels or larger.

Made of best quality extra heavy galvanized iron, they are better and stronger than any other Grain Storage Tank made.

Write or wire at our expense for prices, giving capacity wanted in each tank, with diameters or heights preferred.

**Harry Bros. Co., of La., New Orleans, La.**

## ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$5.00

### A GRAIN RECEIVING BOOK (No. 12 AA).

**Grain Register** is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

### A GRAIN SHIPPING BOOK (No. 14 AA).

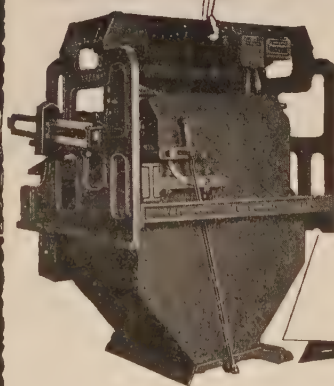
**Sales, Shipments and Returns** is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

## FAIRBANKS Automatic SCALES



*Have Type  
Registering  
Counter  
-gives you  
Authentic  
Printed Records  
-of all  
Weights*

To give you accurate every day knowledge of the exact amount of each kind of grain that passes through your elevator.

Weighs same weight per discharge on all grains—does away with changing weights in weight-box.

**Fairbanks, Morse & Co.**  
CHICAGO



## GRAIN ELEVATOR BUILDERS

### DON'T DELAY BUILDING!

We give you QUICK ACTION

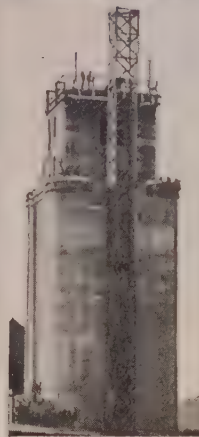
Builders of

Grain Elevators, Alfalfa Plants  
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

**Younglove Construction Company**

412 United Bank Building SIOUX CITY, IOWA



### A Reliance Elevator

is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

**Reliance Construction Co.**

Board of Trade Indianapolis, Ind.

**R. C. STONE ENGINEERING CO.**

320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
CORRESPONDENCE SOLICITED

**BALLINGER & McALLISTER**

ENGINEERS AND CONTRACTORS

Grain Elevators Driers Coal Chutes  
Wood or Concrete

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**MACDONALD ENGINEERING CO.**

DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**

MONADNOCK BLDG. CHICAGO, ILL.

**BIRCHARD**  
CONSTRUCTION CO.

CONTRACTORS GRAIN ELEVATORS

Mills and Warehouses  
Especially Designed for Economy of  
Operation and Maintenance

1129 J Street LINCOLN, NEB.

**Your Individual Needs**

are respected when your elevator  
is designed and built by

**W. H. CRAMER CONSTRUCTION CO.**

NORTH PLATTE, NEB.

Write for Details of Our System

**Decatur Construction Co.**

ENGINEERS AND BUILDERS

OF GRAIN ELEVATORS

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DECATUR ILLINOIS

**EFFICIENT ERECTING CO.**

We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG

6803 Parnell Ave., Englewood, Chicago, Ill.

**IF you wish to build your elevator  
right, my eighteen years experi-  
ence is at your command.**

**C. E. BIRD & CO.**

MINNEAPOLIS MINNESOTA

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Designers and Constructors of

**GRAIN ELEVATORS**

Corn Exchange, Minneapolis

**GEO. SAATHOFF**

DESIGNER--BUILDER

**Grain Elevators**

Hotel Mayer

PEORIA, ILLS.



R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction of

**GRAIN and COAL  
ELEVATORS**

**T. E. Ibberson Company**

MINNEAPOLIS, MINN.

**"Gain may be temporary and uncertain but  
expense is constant and certain."**

Year after year we build for the same clients.  
There must be a reason.

Let Burrell Engineering & Construction Company  
design and build your elevator or mill and be sure your  
expense which is constant will be kept to a minimum.

Do not experiment when you make a permanent  
investment. Our service is available to you.

*Elevators, Mills, Storage* 900 Successful Plants Built and Operating

**BURRELL ENGINEERING & CONSTR. CO.**

Webster Bldg. - - - - - CHICAGO, ILL.

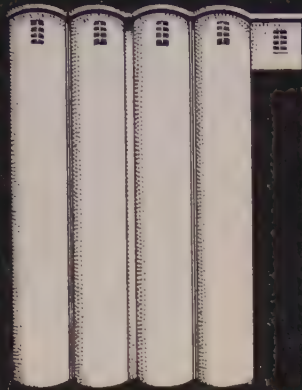
Security Building, KANSAS CITY, MO.





## CONCRETE ELEVATORS and MILL BUILDINGS

DEVERELL, SPENCER & CO.  
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BALTIMORE, MARYLAND



American Flint Tile Elevator

## HOLLOW TILE ELEVATORS

Fireproof, no upkeep,  
indestructible. Guaranteed.

Built with

**American Flint Tile**

**COST LESS THAN  
CEMENT OR WOOD**

Special Construction. Plans  
and estimates furnished free.

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CONSULTING ENGINEER

H. E. GODFREY, Civil Engineer

Elevators  
Mills and Warehouses  
Complete

National Life Bldg., CHICAGO, ILL.

## A. F. ROBERTS

ELEVATORS  
CORN MILLS  
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SABETHA, KANSAS

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**BUILDERS of  
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WRITE US ABOUT THE  
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MILLER, HOLBROOK, WARREN & CO.  
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Reinforced Concrete Elevators  
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Contracts and Builds

**Modern Grain Elevators**

We can furnish and install equipment in old  
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with less power, and positive Non-Chok-  
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**GRAIN ELEVATORS**

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ENGINEER and CONTRACTOR of

**GRAIN ELEVATORS**

Any Size or Capacity

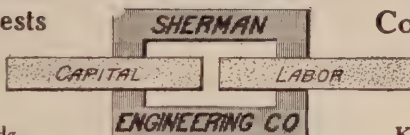
523 Board of Trade Bldg., Indianapolis, Ind.

## HICKOK Construction Co. MINNEAPOLIS & SPOKANE ELEVATORS

Protect Your Interests

Plans  
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Designers and Builders of

**MODERN GRAIN ELEVATORS**

Plans Submitted Correspondence Solicited

## GEORGE HOWARD

Grain Elevator Repair Specialist

LA GRANGE, ILL.

Old elevators made almost new at lowest prices.  
New elevators either wood or concrete given  
special attention. Let us know your needs.



Patented

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For Lifting Concrete Forms

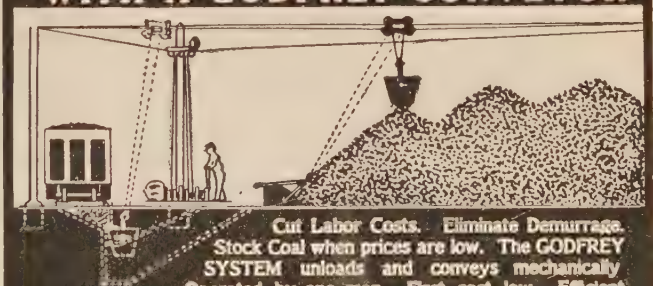
12 Years of Service

Over 4,000 in Use

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## MODERNIZE YOUR COAL HANDLING WITH A GODFREY CONVEYOR



Cut Labor Costs. Eliminate Demurrage.  
Stock Coal when prices are low. The GODFREY  
SYSTEM unloads and conveys mechanically  
Operated by one man. First cost low. Efficient  
and Economical in operation. Send for descriptive Booklets.

The Godfrey Conveyor Co.,

Elkhart, Indiana





Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

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McCormick Bldg. - Chicago, Ill.

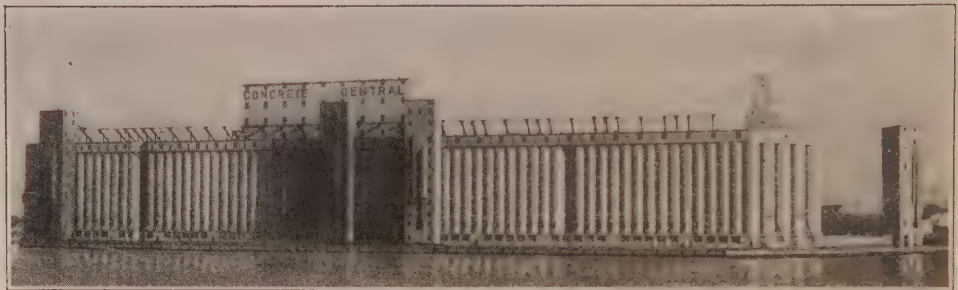
*Write us for Estimates and Proposals*

## Monarch Built Elevators

assure you economical design, first class work, efficient operation.

**SATISFACTION**

*Let us Submit Designs and Prices*



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

**MONARCH ENGINEERING CO., BUFFALO, N. Y.**

## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

**JAMES STEWART & CO., Inc.**

Capacity  
5,000,000 Bushels

Designers and Builders  
**GRAIN ELEVATORS**  
IN ALL PARTS OF THE WORLD  
**GRAIN ELEVATOR DEPT.**  
15th Floor, Westminster Bldg.  
CHICAGO  
W. R. SINKS, Manager



## Canadian Government Grain Elevator Port Arthur, Ontario

*Capacity 3,500,000 Bushels*

The Last Word in GRAIN ELEVATORS

Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES { FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.







## Elevator No. 2

**Manchester Ship  
Canal Company**

Manchester, England

**1,500,000 Bushels**

### **John S. Metcalf Co., Ltd.,** *Grain Elevator Engineers*

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395 Collins Street  
MELBOURNE, AUSTRALIA

36 Southampton Street Strand  
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## **FEGLES CONSTRUCTION CO., Ltd.**

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE, FORT WILLIAM, ONT.

### **THIS IS WHAT WE DID IN 1917**

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.

175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William

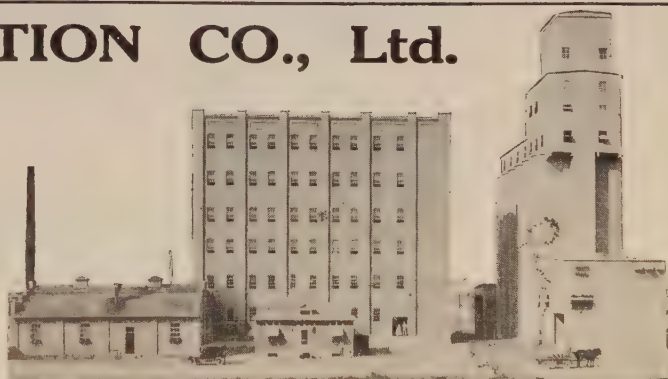
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William

1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.

Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.

Complete Fireproof Plant—Mill, Warehouse and Elevator—for the  
Echo Flour Mills Co., Gladstone, Man.

**WE HAVE AN ENVIABLE RECORD FOR SERVICE**



Elevator and Mill Designed and Built for Lake of the Woods  
Milling Co., Ltd., Medicine Hat, Alberta.



**The 1,250,000 Bushel**

## **C. & N. W. Elevator**

at

**Council Bluffs, Iowa**

is the latest acknowledgment of our  
capabilities as Grain Elevator Engineers  
and Constructors.

### **WITHERSPOON-ENGLAR CO.**

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS



**NEARLY TWO MILLION DOLLARS WORTH OF WHEAT WAS HARVESTED IN THIS COUNTY THIS SUMMER.**

**OVER 50 COAL MINES IN SULLIVAN COUNTY PRODUCE ABOUT 10,000,000 TONS YEARLY.**

**THE COUNTY HAS ALSO MANY PRODUCING OIL WELLS & A SEEMINGLY INEXHAUSTIBLE SUPPLY OF NATURAL GAS.**

**SULLIVAN COUNTY INDIANA**

**back of**

**MUTUAL**

**THE LARGEST SILO IN THE WORLD IS IN SULLIVAN COUNTY — A COUNTY FAMOUS FOR ITS PRIZE WINNING LIVE STOCK**

OVER 500 well-to-do citizens of Sullivan County, Indiana, became stock holders in the Mutual Truck Company, partly for personal profit; but largely because they became convinced that by making Sullivan the home of

### "America's Greatest Truck"

are being satisfied with a small return (9%) on their investment, they could build up so large a volume of business that their community would, in time, become the home of America's Greatest Truck Company.

These wealthy farmers, stock raisers, coal mine owners, oil and natural gas producers, merchants, public officials

and professional men stand squarely back of us, with ample capital to build any number of Mutual Trucks that our customers will demand.

A new plant, with a capacity of producing 10 trucks a day, has just been completed and is in operation.

Our advertising and sales plan is based upon the intensive and scientific analysis of haulage problems in each of many industries; and upon rendering an individual service to each of our customers that will be quite out of the ordinary.

We will sell our trucks, either complete with bodies, or chassis only.

Sizes 2-ton—3½-ton—5-ton. All over-powered, oversized and under-priced. Study specifications on next page.





# A Whole Rich County

## ts Only Industry:

# MUTUAL

## AMERICA'S GREATEST TRUCK"

wholly from units and parts that have proved themselves to be the Masterpieces of the truck industry.

**Specifications 2-Ton Mutual**  
**Price—Chassis—\$3,375.00**  
**Engine—**Wisconsin UAU four-cylinder 4¼ in. E Rating, on bore only, 29 h. p. Actual calculating both bore and stroke, 39 1000 rpm. Most other high priced 2-ton trucks use 4 x 5½ motors rated at 25.6 h. p. Wisconsin was selected, because an exhaustive test of all makes convinced us that it was Wisconsin's Greatest Truck Motor".  
**Shaft—**Hele-Shaw—Universal No. 5 with grooved plates running in oil. Reliable for its smooth, regular pick-up and strong grip; its ease of operation and wear-long life. Costs us two to three times as much as clutches used on most other high priced 2-ton trucks.  
**Transmission—**Spicer—Highest priced and fully acknowledged to be the best. 4 joints in the shaft and one in the shaft clutch.  
**Clutch—**Fuller, Model G-5, mounted on shafts; 4 speed forward and reverse. How many other trucks offer four speeds?

**Frame—**Parish & Bingham Pressed Steel—6¼ in. channel, with 3 in. flange, pressed from ¼ in. alloy steel. We could build our own frame from structural steel at half the cost.

**Springs—**Mather Chrome Vanadium Steel. Best and cost most.

**Radiator—**Perfex—Cast type, three-point suspension, of our design.

**Steering Gear—**Ross—with 20 in. wheel. The costliest and most highly perfected type of the most famous maker.

**Magneto—**Bosch, ZR4, waterproof, and dustproof; with impulse starter.

**Carburetor—**Stromberg "M"—Latest type.

**Cab—**Weather-tite, whose equal no other truck maker will furnish for less than \$175 extra—is a part of our regular equipment.

**Castings—**Electric steel at vital points where others use malleables.

**Governor—**Duplex (not Simplex) type, controlling both engine speed and road speed independently from each other.

## More for the Money

Compare the specifications given below, item for item, with those of any or all other good trucks, and ask the salesmen of the other makes how much extra they would charge for substituting "Mutual" specifications for their own—including electric lights, weather-tite cab, steel wheels, over-size engine, double-control governor, etc.

Any and every analysis of this kind will prove our statement that the Mutual gives more value per dollar of cost than any other truck.

MUTUAL TRUCK COMPANY

**Rear Axle—**Worm drive 2½ ton size, ball bearing. Highest priced axle put on a 2-ton truck.

**Front Axle—**Sheldon, ball bearing steering knuckle type.

**Wheels—**Smith Metal Wheels, for solid tires and Dayton Steel Wheels for pneumatic tires; furnished as regular equipment, though they cost us 55% more than the best wood wheels.

**Tires—**Firestone or Goodyear. 36 x 4 front and 36 x 8 rear, solid tires. Pneumatic tires are furnished at a reasonable extra charge.

**Bushings—**Bound Brook Oilless, thruout. Eliminating oil and grease cups, and insuring constant lubrication.

**Gas Tank—**25-gallon capacity.

**Reserve Lubricating Oil Tank—**2½-gallon with indicator and feed valve on dash. No other truck has this important feature.

High class trucks have some of the above super-specifications but no other truck in America offers all of them, or corresponding parts of equal merit or equal value. Our 3½ ton and 5 ton trucks are equally noteworthy ranking with the 5 and 7 ton trucks of other makes in power, loading space and general dimensions.

MUTUAL TRUCK COMPANY, SULLIVAN, INDIANA





**A**S PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

## New York Belting & Packing Co.



91-93 Chambers Street  
NEW YORK

124-126 W. Lake Street  
CHICAGO, ILL.

2d Ave. N. and 3d Street  
MINNEAPOLIS, MINN.

218-220 Chestnut Street  
ST. LOUIS, MO.

## Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold — Bushels of — at — cents per bushel, to grade No. —, to be delivered at — on or before —." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

## Grain Dealers Journal

315 South La Salle St.

CHICAGO, ILL.

## Seedsman, Listen:

Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat—eliminates all guess work, all disputes between buyer and seller are settled on the spot.

Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspection depots of the U. S. Grain Standardization Department are equipped with over 100 Emerson Testers. Over 10,000 of these machines in use. We make larger sizes that also make a perfect separation of oats from wheat. Write for pamphlet giving full description and unsolicited comments.



## W. H. EMERSON & SONS

DETROIT, MICH.

WINDSOR, ONT.

## POST YOUR PRICES

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1.

Size 14x19½ inches.

Price \$2.00

## GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.



## Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

## Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

**GRAIN DEALERS JOURNAL**  
305 So. La Salle Street, Chicago, Ill.



## RID-OF-RATS

If we want to feed starving Europe it behooves us to kill off Rats and Mice that destroy foodstuff to the value of about \$500,000,000.00 per annum. Use Rid-of-Rats. It is non-poisonous and can be used everywhere. No stench creating dead bodies. Rodents leave premises before dying. Only patented Non-Poisonous Exterminator in the world. Made only by the Patentees.

Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

**BERG & BEARD MFG. CO., Inc.**  
100 Emerson Place Brooklyn, N. Y.



**ALBERT MILLER & COMPANY**

Handlers of everything in

**HAY and STRAW**

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie  
Clover Peking  
Alfalfa Straw

192 N. Clark St.  
CHICAGO, ILL.

## Grain Shipping Ledger

**Form 24.** An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.25.

**GRAIN DEALERS JOURNAL**  
305 So. La Salle Street CHICAGO, ILL.

## Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.  
Price \$2.20. Address,

**GRAIN DEALERS JOURNAL,** La Salle Street, Chicago, Ill.

## You Can Sell Your Elevator

by advertising directly to people who want to buy, by using a

**Grain Dealers Journal**  
Want Ad.

## Receiving and Stock Book

**Form 321** is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$ 2.00

**GRAIN DEALERS JOURNAL,** La Salle St., Chicago, Ill.

When writing advertisers mention the Grain Dealers Journal of Chicago which works to improve your trade conditions. By so doing you help it and your own business.





## STOP! LOOK! LISTEN!

Before You Order That Moisture Tester and Other Grain Grading Equipment

Visit your nearest terminal market, supervision office or government grain laboratory and prove to yourself that SEEDBURO Official Brown-Duvel Moisture Tester, manufactured by Seed Trade Reporting Bureau, is the one used and recommended by ALL government offices.

THERE'S A REASON, and that is **QUALITY**. You know that all purchases made by the U. S. Government must conform to a certain standard and pass a strict examination.

SEEDBURO Equipment manufactured by the Seed Trade Reporting Bureau is used exclusively by all government supervision offices, grain inspection departments, mills and elevators from coast to coast.

It is the **STANDARD**—The kind you **MUST** have if you wish your tests to check with the terminal markets.

**SEEDBURO** OFFICIAL BROWN-DUVEL MOISTURE TESTERS for Whole or Ground Grains are made in sizes of 1-2-4-6 tests at a time, heated by electricity, alcohol or gas.



Special "Four-in-One" Scale No. 14

This scale, designed and manufactured by us, is a small, complete office scale for weighing samples for moisture test and for determining test weights per bushel, dockage, weighs for mailing samples, etc.

This "Four-in-One" Agate Bearing Scale is the most complete, compact, accurate and adaptable scale made satisfying these many needs.

Effectively used in connection with grain sieves described herewith. Quick breaking and guaranteed accurate. Will do the work of four ordinary scales designed especially to satisfy any one of the above needs and at the small price of one. Used by thousands of country shippers, receivers and grain men everywhere.

Price with weight per bu. cup, \$23.00.

### MANUFACTURERS OF COMPLETE GRAIN GRADING EQUIPMENT

Send for Catalogue 623—Contains Government Grain Standards

**SEED TRADE REPORTING BUREAU**  
Postal Telegraph Building  
CHICAGO, ILL.

#### Dockage Sieves for Wheat and Oats Government Specifications

Made throughout of aluminum, 13 inches in diameter telescoping, only two pieces of metal are used, thereby making the sides seamless. The bottom perforations are of aluminum, which makes the construction strong, light weight, and will not rust. Set consists of

Scalper Sieve, round perforations, 12/64 inch.

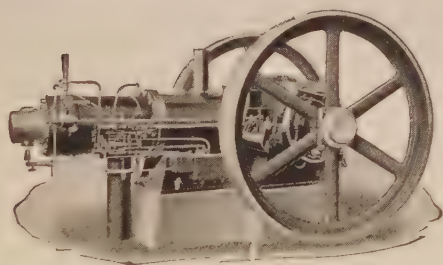
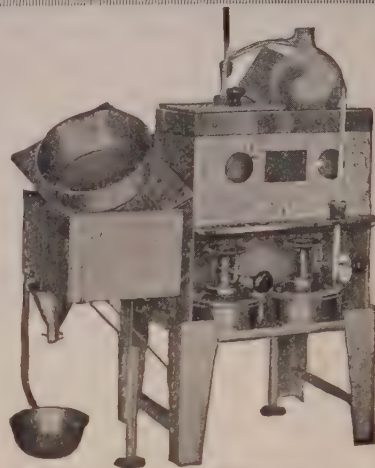
Buckwheat Sieve, triangle perforations, 8/64 inch.

Fine Seed Sieve, round perforations, 1/12 inch.

Chest Sieve, slot perforations, 41/64 x 1/2 inch.

Solid Bottom Pan.

Price \$8.00 for complete set.



## Muncie Oil Engine

Uses heavy crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting—Self-contained—Automatically governed.

### STUDY THESE FACTS

Lower Fuel Cost	More Power
Closer Regulation	Steadier Power
No Shut-downs	Greater Reliability
Fewer Repairs	Lower Up-keep

Write for proof of these facts

**MUNCIE OIL ENGINE CO**  
518 JACKSON STREET MUNCIE, IND.

## CONFIRMATION BLANKS

### Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order form No. 6 CB, Price 90 cts.

**GRAIN DEALERS JOURNAL**  
305 S. La Salle Street  
CHICAGO



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

THREE GRAIN ELEVATORS for sale in state of Washington. Thompson Gillis Co., Spokane, Washington.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

30,000 CAP. ELEVATOR, located on I. C. R. R., for sale. This plant is new and in A-1 condition. Address: Bargain, Box 3, Grain Dealers Journal, Chicago.

20,000 BU. ELEVATOR in good shape, north central Iowa. Thrashing just started. Cheap if sold soon. Address: P. O. Murray, Mahaska, Kan.

ELEVATOR and Coal Business in north central Iowa, located in good grain territory and doing good business. Address Bell, Box 12, Grain Dealers Journal, Chicago.

50,000 BU. CAP. elevator in Iowa for sale or lease. On line of Ill. Central. Possession immediately. Splendid opportunity. Address Auto Box 12, Grain Dealers Journal, Chicago.

AN OHIO county Elevator handling 300 cars of grain, hay and merchandise for sale or exchange for town property or farm. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

CENTRAL ILL. ELEVATOR for sale. 35,000 bu. cap. Cribs 12,000 bu.; economic of operation; 190,000 bu. handled last season. \$7,000 for quick sale. Address: Illinois, Box 2, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

3 COUNTRY ELEVATORS, in richest wheat growing section of the Northwest for sale. Doing good business—made over 50% on investment last year. Will sell one or all—terms easy. Address Bixota, Box 10, Grain Dealers Journal, Chicago.

## PARTNERS WANTED

I HAVE A LOT adjoining right-of-way of good railroad; about 10 miles from Frankfort, Ind. Good location for elevator, coal business and side lines. I want a partner who will help finance the building of house, and act as manager of the business. Address Weller, Box 10, Grain Dealers Journal, Chicago.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

## ELEVATORS FOR SALE.

GRAIN ELEVATOR and Lumber Yard in central Iowa for sale. Write for particulars to Perry, Box 3, Grain Dealers Journal, Chicago.

NEBRASKA 10,000 BU. ELEVATOR including residence and about 25 acres of land. Both in excellent condition. Located in best farming section of Neb. Only elevator in town. Good territory. Address Only, Box 7, Grain Dealers Journal, Chicago.

11,000 BU. ELEVATOR in good corn, wheat and oats locality for sale. Own land the elvtr. sets on. Coal house on leased land. Ship 100 to 125 cars grain; 50-60 cars of coal sold yearly. 2 sets scales; one motor and one gasoline engine. Will take \$8,000 for the plant. Selling on account of age. Address: Dallas, Box 3, Grain Dealers Journal, Chicago.

GRAIN & COAL BUSINESS for sale. Well improved property, equipped with elevator and mfg. plant, for handling wholesale and retail business, with necessary barns and warehouses. Located one best towns Panhandle. 5-million bu. wheat crop being harvested. Small cash payment will handle the deal, balance on deferred payments that business can easily handle. Particulars Box 145, Plainview, Texas.

## ELEVATORS WANTED.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

ELEVATOR WANTED TO LEASE with privilege of buying. Address: Feed, Box 2, Grain Dealers Journal, Chicago.

SMALL GRAIN ELEVATOR wanted that is doing a good retail business. Central Ohio preferred. Address: Ward, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR IN CENT. ILL. wanted. Must show 150,000 bu. or better. Send description and spot cash price. Address: Central, Box 1, Grain Dealers Journal, Chicago.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

## ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## MILLS AND ELEVATORS FOR SALE.

FIRST CLASS CRIBBED, Galvanized Iron Clad Elevator of about 20,000 bu. capacity; Good Roller Meal and Chop Mill in connection. Storage in plant for 40 tons or more Feed. Equipped for Shelling and Cleaning Grain in transit. 1st class equipment, occupies a city block, on private track of 500 to 600 ft. with room for other buildings; Feed Yards in connection; also Seed business and Custom Grinding. Located in Kansas, on Santa Fe Ry., about 50 miles from Kansas City. Address Bargain, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

## BUSINESS OPPORTUNITIES.

GOOD, CLEAN STOCK OF HARDWARE and Implements for sale. Located in best of farming community. Wish to retire. Address Lock Box G, Princeville, Ill.

MIXED HARDWARE AND IMPLEMENT business for sale. Have \$3,500 stock. All good staple merchandise. R. H. Arntzen, Serena, Ill.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

## OFFICE SUPPLIES.

AN AMERICAN ADDING MACHINE, practically new, for sale reasonably cheap. Owner deceased. Mrs. J. E. Peters, Clearwater, Kans.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

OFFICE DESKS, Office and Store equipment for sale. Prices that are "RIGHT." Goods that are more than "RIGHT." Write for MAIL ORDER Catalogue. Wichita Store & Office Equipment Co., 147 N. Emporia Ave., Wichita, Kan.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a job for you and do not forget it. There is a job for every man of industry and good habits. The Journal reaches the man who is looking for a job and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly.



## SITUATIONS WANTED.

AS MANAGER of Farmers Elevator in Iowa or Nebraska. Address: Commerce, Box 3, Grain Dealers Journal, Chicago.

AM OPEN FOR ENGAGEMENT in grain or milling business, in Field or Terminal work, anywhere. Charles T. Peavey, Webster Bldg., Chicago, Ill.

AS MANAGER of mill or line of elevators by married man of 32 with ten years experience. Good bookkeeper and accountant. Prefer Indiana. Address: Temperate, Box 3, Grain Dealers Journal, Chicago.

AS MANAGER OF AN ELEVATOR, 15 yrs. experience in Grain, Flour and Feed. Prefer Iowa. Good references. 50 yrs. of age. Married, Good bookkeeper. Address Steady, Box 10, Grain Dealers Journal, Chicago.

HUSTLING, experienced man wants situation with good country elevator. Can handle side lines. Will give bond for any amount needed. Salary reasonable. Address: Energy, Box 3, Grain Dealers Journal, Chicago.

AS OFFICE MANAGER or secretary, 20 yrs. experience. Familiar with all markets and southern mill trade as buyer and seller. Can handle in detail anything connected with grain business. Age 39 and married. Best of references. Address Capable, Box 3, Grain Dealers Journal, Chicago.

AS GRAIN TRADE SOLICITOR. Nebr.-Iowa preferred. Nine successful years' exp. as manager Farmers' Elevator Co. Now manager milling and elevator co. 36 yrs. of age. Married. High school graduate. Capable of auditing books. Very best of references. Address: Hustler, Box 3, Grain Dealers Journal, Chicago.

AS MANAGER, by married man, 37 yrs. of age; with 17 yrs. experience in grain business. Expert Mechanic. Competent to take full charge. Want a place where is plenty of business. If you want a man to loaf around, don't answer. Address: Busy, Box 3, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN wants a position; thoroly posted on grain qualities and mixing. Is a good merchandiser. Can go to work right away and will consider any market. Now employed and will produce history of satisfactory record. Address: Capable, Box 2, Grain Dealers Journal, Chicago.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

## MALE HELP WANTED.

ELEVATOR CONSTRUCTION FOREMAN, good wages and steady work for sober and industrious man. Also elevator CARPENTERS and HELPERS. Address or call at Room 3, Grain Exchange, Omaha, Nebr.

SUPT. WANTED for threshing machinery factory, with ability to handle men and manage production. State age, experience and salary. Address: Box "A," Lansdale, Pa.

CLERK FOR BOOK DEPT., express and mail shipping. Must operate typewriter and conduct correspondence. Write age and experience to Mgr., Box 1, Grain Dealers Journal, Chicago.

A GOOD SECOND MAN wanted by Sept. 1 by one of the largest Farmers Elevtr. Company of North Dakota. Good wages, steady employment and chance to learn the business. Town of 400 people with excellent high school. Married man preferred. Full particulars with wages expected in first letter. Address: Box 124, Rock Lake, N. D.

"We have secured all the help that we need, from our ad in your paper. We have probably received 40 or 50 applications and we are very much pleased with the results." Clovis Mill & Elevator Co., Clovis, N. M.

ONE NIGHT MILLER and flour packer wanted, also one day flour packer for 100 bbl. Mill; and one night engineer. The Elm Creek Mlg. Co., Elm Creek, Nebr.

EXPERIENCED CORN MILLER WANTED for Corn Meal and Feed Mill, capacity 600 bbls. One with experience in selling preferred. References required. Give full particulars with reply. Address: Kinloch, Box 3, Grain Dealers Journal, Chicago.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

## FEMALE HELP WANTED

STENOGRAPHER with good education and grain trade experience wanted. Address: Manager, Box 1, Grain Dealers Journal, Chicago.

"We have sold the scales, thanks to the Want Ads." Spires Elevator Co.

WHEN the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

## SUNFLOWER SEED WANTED.

WE ARE IN THE MARKET for good quality Domestic Sunflower. Submit samples—quote lowest price.

J. BOLGIANO & SON,  
Baltimore, Maryland.

SUNFLOWER SEED, Millet seed, Kaffir Corn or Milo Maize, Cotton seed meal, Alfalfa Meal, Buckwheat, peanut meal, flax seed oil Meal and Oyster shells wanted by Kinsey Bros., North Manchester, Indiana.

## SCREENINGS WANTED.

CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

## FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## BAGS FOR SALE.

SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

## BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

## KEEP POSTED

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator

Post Office

bus.

State

Use Universal Grain Code and Reduce Your Tolls.

## SEND SAMPLES

of

Timothy, Red Clover, Alsike, Red Top, Hairy Vetch, Bluegrass, Orchard Grass Seed, Rye and Winter Oats, to

## The Belt Seed Co.

Importers and Exporters

BALTIMORE

We can offer D. E. Rape, Imported Orchard, Alfalfa, Crimson Clover and Red Clover.

If you want regular country shippers to become familiar with your firm name, place your "ad" here.



## ENGINES FOR SALE.

ONE 17 H. P. GAS ENGINE, shafting, hangers and leather belting for sale. Address Wittwer Bros., 200 E. 7th St., Columbus, O.

NEW AND REBUILT Engines from 1½ h.p. up. Clutch Pulleys, General supplies and Repairs. Bauroth Bros. Co., Springfield, Ohio.

OHIO MOTOR CO.'S KEROSENE Burning Engines. 27 h.p. and capable of over load to at least 30. Engine practically new, in good working order. Economical in fuel. Installing smaller engines. Michigan Bean Co., Port Huron, Mich.

ONE 25 H.P. OHIO MOTOR CO.'S GAS ENGINE, equipped for burning kerosene. Reason for selling, installing electric power. Economical in operation and capable of developing at least 10% additional power. Will give price by mail. Michigan Bean Co., Owendale, Mich.

## ENGINES WANTED.

FAIRBANKS-MORSE ENGINE in good condition wanted. 25 H. P. preferred. State lowest cash price in first letter. Address: Michigan, Box 3, Grain Dealers Journal.

## STEAM ENGINES, BOILERS.

ONE 25 H.P. ATLAS ENGINE, in splendid good shape, \$100 FOB cars Westfield, Ind. Goodrich Bros. Hay & Gr. Co., Winchester, Ind.

TWO SECOND HAND 40 h. p. Boilers with fixtures; two second hand 30 h. p. Steam Engines, one second hand 50 ft. Smoke-stack for sale. Address Holmes & Maurer, Lincoln, Ill.

VERTICAL STEAM ENGINE, long stroke, 10 hp., for sale. Used 3 years. A-1 condition. Made by Dutton of Kalamazoo. Too small for our use. Price \$128.00 F.O.B. cars. A bargain if can use. O. Gandy & Co., South Whitley, Ind.

## DYNAMOS—MOTORS.

THREE 5 H.P. WESTINGHOUSE MOTORS, practically new. Can ship at once. Geo. W. Cole Grain Co., Peoria, Ill.

ELECTRIC MOTORS, Generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machy. Co., 215 Goodrich Place, Kansas City, Mo.

15 H.P. SINGLE PHASE WAGNER MOTOR. 220 volt, 60 cycle, A. C.; right from shop; too small, reason for selling; price right. Railroad Grain Co., Ashland, Nebr.

## MISCELLANEOUS FOR SALE.

ONE SMOKE STACK, 58' LONG, 16" diameter, brich 46x12, made of No. 8 iron, practically good as new, for sale at 7c per lb., FOB cars Westfield, Ind. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

## MACHINES WANTED.

WANT A 2ND HAND MONITOR Automatic Receiving SEPARATOR with disc oiling eccentrics and sieve cleaners, size No. 10, 11 or 12; style "B" preferred, style "A" considered. Clare, Box 10, Grain Dealers Journal, Chicago.

Under SITUATIONS WANTED you will find a capable manager, grain buyer or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

## MISCELLANEOUS WANTED.

ONE REBUILT TRACK SCALE, 100 tons Dead rails, T reg Beam; Automatic Meal sacking scales, 6 to 200 pounds; Roller Mill 9x24 Double; Double Disc Aspirator, 80 bu. capacity; Corn degerminator, 80 bu. capacity, WANTED. Address General, Box 1, Grain Dealers Journal, Chicago.

## SCALES WANTED.

TWO FIRST CLASS SECOND HAND Richardson Automatic Scales wanted. Address Kinsey Bros., North Manchester, Ind.

## SCALES FOR SALE.

6,000 LB. FAIRBANKS HOPPER SCALE for sale. Used one year. Address: Grain, Box 1, Grain Dealers Journal, Chicago.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

ONE 5 BU. RICHARDSON Automatic Scale good condition; also one 6 bu. Richardson Automatic Scale, equipped with Type Registering device. W. C. Bailey, 433 Railway Exchange Bldg., Omaha, Nebr.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for track, complete, used 10 days. Very cheap.

NATHAN KLEIN & CO. 210 Center Street. New York City.

## SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work. COLUMBIA SCALE CO. 2439 N. Crawford Ave. - - - Chicago, Ill.

## LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

## TEUSCHER AND SON MACHINERY SUPPLY CO.

527 N. Second St., St. Louis, Mo.  
Send for No. 18A BARGAIN PRICE LIST

## MACHINES FOR SALE.

ONE NO. 4 MONITOR WAREHOUSE SEPARATOR, No. 3928, good condition, for \$150.00. Bad Axe Grain Co., Bad Axe, Mich.

SECOND HAND BAG CLOSING MACHINE in good running order. Reasonable price. J. D., Box 2, Grain Dealers Journal, Chicago.

THE LITTLE GIANT HOT WATER WHEAT HEATER for mills that use gasoline and oil engine power. Uses the hot water from engine. Positively guaranteed. For particulars address The Alton Mill Furnishing Co., Alton, Ill.

GOOD SECOND HAND SCOURERS, Clippers, Separators and Dust Collectors for quick delivery and close prices. White Star Co., Wichita, Kans.

ONE NO. 2 Sidney Oscillating Corn and Grain Cleaner in good condition and one 6-ton Fairbanks Scale in good condition. Richards & Armacost, New Hope Station, Ohio. (P. O. address, Campbellstown, O.)

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiving Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevr. and milling line. A. D. Hughes Co., Wayland, Mich.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

## REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,  
9 S. Clinton St., Chicago, Ill.



**THE MILL MACHINERY SUPPLY HOUSE**

### MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**Big Stock**

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 18-B

**GOOD AS NEW**

**B. F. GUMP CO.**

THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.

## Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal

## DRIVE

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.



## SEEDS FOR SALE—WANTED

## Directory Grass Seed Trade

## ARNHEM, HOLLAND.

Wm. E. Busgers &amp; Co., European fancy natural gr. sds.

## ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

## BALTIMORE, MD.

Scarlett &amp; Co., Wm. G., wholesale seed merchants.

## BELFAST, IRELAND.

McCausland, Sam'l., Ryegrass &amp; Dogstail.

## BUFFALO, N. Y.

Whitney-Eckstein Seed Co. wholesale seeds.

## CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

Johnson, J. Oliver, seed merchant.

## CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

## CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

## CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

Crawfordsville Seed Co., seed merchants.

## EVANSVILLE, IND.

Small &amp; Co., W. H., seeds, grain and hay.

## FARIBAULT, MINN.

Farmer Seed &amp; Nursery Co. seed corn &amp; grass seeds.

## GIBSON CITY, ILL.

Noble Bros., wholesale seed merchants.

## INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

## KANSAS CITY, MO.

Lichtig &amp; Co., whole, recvrs.

Harnden Seed Co., field &amp; grass seeds.

Missouri Seed Co., wholesale exports and imports.

Peppard Seed Co., J. G., wholesale seeds.

Rudy-Patrick Seed Co., wholesale seeds.

## LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.

Hardin, Hamilton &amp; Lewman, grain &amp; field seeds.

Lewis Implement &amp; Seed Co., field seeds &amp; implements.

Louisville Seed Co., clover &amp; grasses.

Wood, Stubbs &amp; Co., grass &amp; garden seeds.

## MACON, GA.

Georgia Seed Co., field and garden seeds.

## MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., grass and field seeds.

L. Teweles Seed Co., field seeds.

## MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

Minneapolis Seed Co., seed merchants.

## NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

## NEW YORK, N. Y.

Loewith Larsen &amp; Co., grass &amp; field seeds.

Doughten, Inc., H. W., grass &amp; field seeds.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

Radwaner Seed Co., I. T., fd. &amp; gr. seeds, ex. imptrs.

## OKLAHOMA CITY, OKLA.

State Seed Co., The, garden &amp; field seeds.

## PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

## ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, field &amp; flower seeds.

## ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

## ST. LOUIS, MO.

Schisler, F. &amp; G. S. Co., A. W., seed merchants.

Manglesdorf, Ed. F. &amp; Bro., wholesale field seeds.

## ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

## TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.

Hirsch, Henry, whole. flour, seed.

Toledo Field Seed Co., The, clover, timothy.

## WICHITA, KANS.

Ross Bros. Seed Co., fd. seeds, alf., kafir, sweet corn.

## Farmer Seed &amp; Nursery Co.

Growers of Northern Grown  
SEED CORN, CLOVERS, TIMOTHY  
AND ALFALFA

FARIBAULT - - MINN

## MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
MISSOURI SEED CO.  
KANSAS CITY, MISSOURI

## Crabbs Reynolds Taylor Company

CRAWFORDSVILLE, INDIANA

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

## The Manglesdorf Seed Co.

Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

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KANSAS

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## ILLINOIS SEED CO.

CHICAGO, ILL.

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Ask for Prices  
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53 Years Service

GARDEN

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Bag or Car Lots

## WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

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CORRESPONDENCE INVITED

## THE HARNDEN SEED CO.

Field and Garden Seeds—Onion Sets

Write for our Surplus List of Garden Seeds

505 WALNUT STREET

KANSAS CITY, MO.

TIMOTHY SUDAN  
ALFALFA  
FEED MILLETRUDY PATRICK  
SEED CO. KANSAS  
CITY, MO.

## WANTED

Timothy Seed—Medium Red Clover

Shippers of all kinds of Field Seeds.

Poultry Foods—Specialty.

JAMESON HEVENER CO.

St. Paul, Minn.

## We Buy SEEDS We Sell

J. G. PEPPARD SEED CO.  
Kansas City, Mo.H. W. DOUGHTEN, 59 PEARL STREET  
NEW YORK CITYImporters, Exporters and Jobbers  
Grass and Field SeedsWe Are Buyers of NEW CROP ALSIKE  
and Sellers of D. E. RAPERED  
WHITE  
ALSIKE  
ALFALFA  
SWEET } CLOVERSTimothy, Grass  
SEEDS

CAR LOTS OR LESS

KELLOGG SEED CO.

MILWAUKEE, WIS.



# SEEDS FOR SALE—WANTED

**The S. W. Flower Co.**  
**WHOLESALE**  
**FIELD SEED**  
**MERCHANTS**  
 SPECIALTIES  
 RED CLOVER, TIMOTHY  
 ALSIKE  
**TOLEDO**  
 OHIO

**Crimson Clover**  
**White Clover**  
**Orchard Grass**  
**Tall Meadow Oatgrass**  
**Ryegrass**  
**Wm. G. Scarlett & Co.**  
 Baltimore, Md.

**L. Teweles Seed Co.**  
 Milwaukee Wisconsin  
 Headquarters for  
 Red, White and Alsike  
 Clover  
 Timothy and Alfalfa  
 Seed  
**SEED CORN FIELD PEAS**

FLOWER, FIELD and LAWN SEED  
**J. OLIVER JOHNSON**  
 Wholesale  
**SEED MERCHANT**  
 1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

**The Toledo Field Seed Co.**  
 Clover and Timothy Seed  
 Consignments solicited. Send us your samples.  
 TOLEDO, OHIO

## ROSEN RYE

The highest quality and  
 heaviest yielding rye ever  
 grown in this country.

WE ARE HEADQUARTERS

*Bulletin, Sample and Price  
 on request.*

**The C. E. De Puy Co., Seedsmen**  
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**CHAMBERS SEED CO.**  
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**GRASS and FIELD SEEDS**  
 Combining the resources and experience of  
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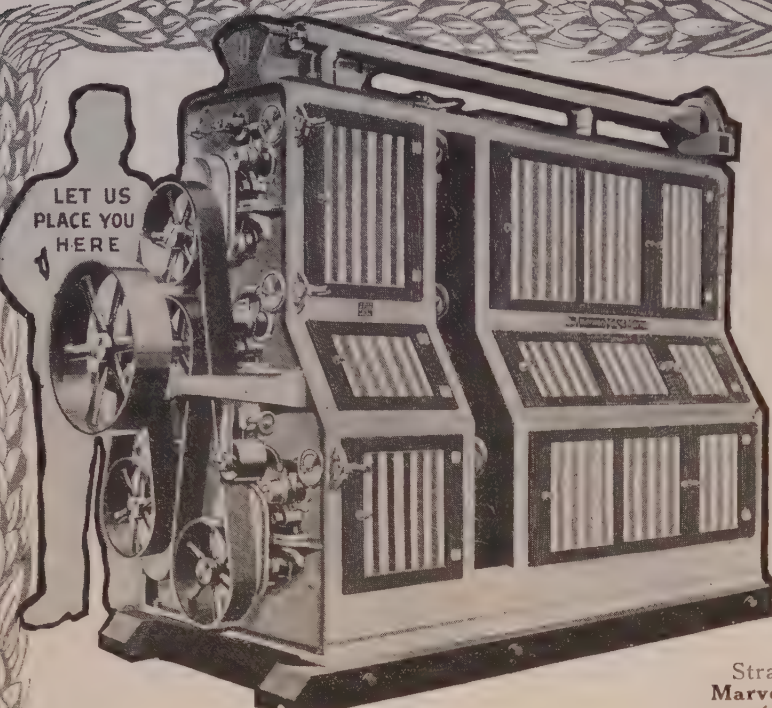
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## THE AMERICAN "MIDGET" MARVEL

will earn you larger profits,  
through economy of operation and  
its high yield of creamy, rich flour.

Straight grade flour from the "Midget" Marvel will sell in competition with any standard patents on the market and at the same time is a flour of considerably better

quality, both in flavor and strength in gluten.

*This letter is just an example of many we have received from ex-long system millers who are now operating "MIDGET" MARVELS.*

Fredonia, Kans.,

May 8, 1919.

The Anglo-American Mill Co.,  
Owensboro, Ky.

Gentlemen:

I am really surprised at the results I am getting on the "Midget" Marvel.

I have been a long system miller for the past thirteen years, having come from a 1500-barrel mill. The straight grade flour I am making on this mill, compares **very** favorably with the best high patent flours sold here from some of the largest mills in Kansas.

Yours very truly,  
W. E. PRAMER.

Today there are more than 1,600 of these mills in operation in this country, making their owners unusual profits. We refer you to any of our customers as to the merits of the "Midget" Marvel. Their enthusiasm over the performance of this mill has been the biggest factor in our success.

Our sales for the past three months exceed by more than twice those of any other three months in our history.

The "Midget" Marvel is successfully meeting the competition of some of the largest mills in the world. We have a 50-bbl. unit in St. Paul, Minn., two 50-bbl. units in Nashville, Tenn., and two 60-bbl. units in Buffalo, N. Y. In these three great milling centers, right in the shadow of some of the largest mills in the country, these "Midget" Marvels are making big profits. Isn't this evidence of "Midget" Marvel efficiency?

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"Flavo" (America's Community) Flour  
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*This mill is manufactured in seven capacities—  
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**Sold on Thirty Days' Free Trial and with the  
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Our Engineering Department will design special plans for installing "Midget" Marvels where our standard plans will not apply. Prices and liberal terms make it possible for a man with a small amount of money to get into this profitable business. Write today for a revised copy of the "Story of a Wonderful Flour Mill" just off the press. You will find it most interesting.

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577-583 Trust Building

OWENSBORO, KY.





## GRAIN DEALERS JOURNAL

Published on the

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**THE ADVERTISING** value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

**LETTERS** on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

**QUERIES** for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, AUGUST 10, 1919

CHICKEN feed makers will be able to get all the shriveled wheat wanted during the next ten months.

A LETTER from an Oklahoma correspondent in this number indicates that the county agents of the Bureau of Markets have gained considerable unpopularity in that section, and no doubt others will be heard from.

METRIC SYSTEM cranks keep theorizing on the great importance of adopting the French decimal; but the Washington officials have made a census of the machine tool sizes and dimensions in actual South American shop practice, showing that our own system is liked best by our Southern friends.

THE RAILROADS are so badly crippled by the striking shopmen that the movement of freight has been greatly reduced. Everyone seems to be dissatisfied with present conditions—no one is willing to work earnestly, and the army of unrest gains new volunteers daily. Unless the whole nation soon gets its feet on the earth and settles down to a long, steady pull, business is likely to collapse with an unnecessary smash.

SOME agitators who are shouting loudly against the high cost of living, at the same time are demanding shorter working hours and higher wages utterly oblivious of their own inconsistency. A reduction of four hours per week in the working time not only reduces the production of the entire plant 8½%, but it also increases the overhead cost per unit of production. War taxes, an inflated currency and a strong foreign demand are not alone to blame for high prices. Retail merchants are not the only profiteers.

ARE YOU sure you will realize a profit from the wheat you handle? If not better handle it for account of the growers and charge them a loading and storage fee of 6 cts. a bushel.

STOPPING of unrestricted trade in wheat futures on the Winnipeg Grain Exchange shows that the Dominion government has chosen to play second fiddle to the U. S. Wheat Director.

DISCOUNTS promulgated by the Kansas City zone agent for grades lower than No. 3 have been abandoned, in recognition of the fluctuating value of the lower grades, and the increase in price due to the elimination of moisture during the dry period.

HOT WINDS while spring wheat was in the dough stage have been directly responsible for many states gathering a crop of shriveled grain. The total wheat yield is now estimated at 940,000,000 bushels and many threshers yet to hear from.

THE Postal Telegraph Co. has reduced its telegraf tolls 20% from the Government schedule, while the Western Union is asking the privilege of continuing the advanced rates announced by Mr. Burleson. The Autocrat of the Post Office gained no friends in the grain trade by advancing telegraf tolls and grain dealers everywhere are working for a return to the old rates for both telegraf and telephone rates.

THE NEW form B/L ordered by the Interstate Commerce Commission to be put into use Sept. 8 will be indefinitely postponed, as the U. S. District Court for the Southern District of New York has issued a restraining order. The new form dealt so much more fairly with the interests of grain shippers than any of its predecessors, the organized grain trade will, no doubt, make a determined effort to secure the adoption of the bill.

OPERATORS of country grain elevators cannot afford to sign the unfair leases being tendered them for elevator sites on railroad right of way by most of the carriers. The leases make the elevator owner responsible for the care and protection of life and property far beyond his physical capacity to guard or financial capacity to pay. The leases presented by most of the carriers are so rankly unfair as to win the disapproval of most courts and we doubt if any elevator owner in his right mind would sign one after becoming aware of its contents.

THE POOR CONSUMER can not earn enough money now to pay the high prices. Those of us who went thru the panic of 1893 will remember that the poor consumer could not earn enough to pay the low prices. Then we had under-consumption, now we have over-consumption. Then the problem was complicated by an apparent tho not real over production, just as now we have an apparent under production. The rise in prices of which all are complaining is the best thing that can happen to us, as it will force the economy that is the only real solution of the cost of living problem.

WATCH your insurance these days of high values and few cars. Keep well protected. An incendiary attempted to burn an Indiana elevator recently which was only partially insured. Luck saved the plant.

ALL DUTIES on foodstuffs passing between the United States and Canada should be abolished by both countries to reduce the high cost of living; and the present is an opportune time for the advocates of reciprocity to extend the principle.

SOME of the old worn-out cars are in use again, as is proven by the column and a half of Leaks reported on page 251 of this number. When you see your brother's grain being used for track ballast report it in our columns, so he can more easily collect for his grain.

BREAD SUBSIDY was avoided by a hair's breadth after three members of the cabinet, who, by the way, have had no experience in grain or milling, advised that the government sell wheat at \$1.50, when the wheat director advised against it, for the very practical reason it would not have the effect desired, of reducing the cost of living commensurate with the loss to the taxpayers.

MIXING WHEAT to make the grade is a different proposition each year on the new crop; and the problem has a different angle in different sections of the country and even in the same state. Specific instructions for mixing on yellow wheat by two authorities are published on page 258. It is suggested by one of the federal supervisors that successful mixing requires the shipper to be alert to changing conditions of price and qualities of deliveries from growers. Too many shippers are so busy in the rush of loading out and keeping the grain moving that they neglect their opportunity to grade up their shipments.

IS ARBITRATION what it is or is it something else? Most persons have cherished the trustful opinion that when an arbitration committee or board is appointed a peculiar confidence is vested in that committee or board, a confidence that its members, having been selected because of their sound judgment, superlative tact, and lack of bias, are the most able men available to weigh all matters submitted to them for settlement. It is their great responsibility to bring final agreement between contesting parties. This presupposes, of course, an exercise of the aforesaid virtues in becoming among themselves a unit of agreement. In a certain part of the country arbitration is evidently something else, just what it is hard to define. Perhaps bad practice would fit as well as anything, for certainly it is establishing bad practice when contesting parties are encouraged, by the dissenting opinions of the arbitration committee to which they have submitted their grievances, to refuse to accept the award of the committee, and appeal to an executive committee, which, by the way, only affirms the award of the arbitration committee. When a member of the executive committee files a dissenting opinion the loser may think trade differences might as well be submitted to a man in the street. Let arbitrators come to agreement.



GO BACK TO WORK if you want us to talk to you says the sovereign American people thru its elected mouthpiece. This should please growers and shippers of grain who are suffering from the shortage of cars held in the shops.

JUDGING from a warning recently issued by the St. Louis office of the U. S. Grain Corporation some country wheat buyers are not displaying the clause of their agreement with the Wheat Director which gives farmers the right of complaining to the Grain Corporation over the grading or price paid for their wheat. The manager of the St. Louis Zone says: "The agreement licensee who does not keep this poster conspicuously displayed puts himself in the class of the non-agreement licensee, which means that if on a check of his buying basis by the wheat director, it is found that he has been taking an unjust handling profit, a restitution order will probably be issued and it will probably be made retroactive." This sounds like a threat.

### Another Explosion of Grain Dust.

Last May the large plant of the Douglas Starch Works, Cedar Rapids, Ia., was blown up by an explosion of grain dust and 35 people killed. The day before the concrete elevator of Smith, Parry & Co. at Milwaukee had been wrecked by an explosion of grain dust and 3 people killed and 5 seriously injured. Never before has the American grain trade been startled by two dust explosions in the same year.

But now we must add a third to the list, for the great reinforced concrete elevator of the Dominion Government at Port Colborne, Ont., just at the entrance of the Welland Canal, was blown up yesterday, 10 men killed and many more seriously injured. The warning roar followed by a fearful crash raised the roof of the workinghouse some 200 feet into the air and dropped the broken debris back onto the crumbling house. Grain was carried for a mile across the canal and scattered in showers. Eye witnesses of the Cedar Rapids explosion testified that a mass of dust and smoke blown up by the dust explosion rose at least a thousand feet.

These three disastrous explosions carry convincing proof of the great danger accompanying the operation of grain handling plants without being well equipped with up-to-date dust collecting apparatus. The great force expended in the Port Colborne explosion would seem to prove conclusively that no one understands the chemical changes occurring or their causes. While it is barely possible that some workman may have lighted a pipe in a dust-laden room and thus started the trouble, scientific observers are prone to believe that explosions of grain dust are caused by electricity. But all authorities are agreed that the real damage is done by the dust-laden air, which becomes ignited by spark or flame.

In view of the three explosions which have already occurred this year, it would seem the part of wisdom for all operators of transfer and cleaning plants to install the best dust collecting equipment obtainable, to insure the lives of their employes against casualties of all kinds, thus preventing loss of life and obtaining protection from heavy damages and long drawn-out law suits.

### The Control of Railroads by Employes.

As successor to McAdoo the railroad brotherhoods had selected and recommended to the president a man for director-general of railroads who would be acceptable to themselves, but as the railroads during the war and during federal control should not be operated in the interest of a class, the president chose a manager who had been identified with management.

Now the labor unions come with a plan known as the Plumb plan, which briefly is control by 15 directors, five to be named by the "classified employes" five by the operating officials and five by the president. It will be seen that none are to be named by the public, none by the owners of the properties and none by the non-union employes.

The plan provides that after paying fixed charges and operating costs the surplus shall be equally divided between the public and the employes, and automatic reduction of rates to be made when the employes' share of surplus is more than 5% of gross operating revenue. The operation is to be unified under a regional system, extensions to be built at the expense of the community benefited in proportion to the benefit.

Many arguments are being made for or against this proposition, most of them based on personal bias in favor of individual effort, private ownership; or in favor of socialistic ideals and government control. True statesmanship demands that this question be solved on the basis of the greatest good to the greatest number. If the Plumb plan fails to measure up to this good, old, American standard it should be rejected.

It goes without saying that the Plumb plan is put forward by the small minority of the American people employed on the railroads solely for their own benefit. Between the officials and the presidential directors the labor unions will always hold the balance of power. How they will exercise this power need not be left to guesswork, for B. M. Jewell, representing all the divisions of the railway employes served notice on the president Aug. 4 that "We will tie the railroads so tight that they never will run again if that legislation is passed," referring to the proposal of Director-General Hines that Congress create a commission to pass on the question of wage raises.

Under the Plumb plan the labor unions hope to continue to terrorize weak Congressmen while avoiding an election by the people on the question of railroad control, that would expose their lack of votes.

The real question is whether a minority of the people shall milk the government at the expense of the great majority, whether we shall create a privileged class of railway workers, enjoying short hours and extravagant pay at the expense of taxpayers. The labor unions can gain their control of the railroads only by terrorizing the legislators, and threats of violence; never by a contest at the ballot box, for 98,000,000 Americans will never consent to be made serfs of 2,000,000 railway workers. It is likely this question will never be put before the people at the ballot box, for the President already has thrown down the gage of battle to the rail-

road unions by demanding that the shopmen go back to work before he will talk to them. In other words, a railroad employe is no better than a post-office clerk or policeman, and he can not strike against the Government.

### Growers Who Hoard Wheat Will Lose Out.

Farmers who are holding wheat will be pleased to read Wheat Director Barnes' statement to the effect that he proposes to stabilize the price of wheat. In other words, he will keep a sufficient supply of flour and wheat to depress the price to the guaranteed basis whenever demand tempts the market to boost the price above the guaranteed basis. The recent campaign against the high cost of living has drawn from the Wheat Director the promise that the Grain Corporation will keep sufficient reserve at all times to fully protect the home consumer against the greed of profiteers.

Inasmuch as Mr. Barnes has full control over exports and the crop is sure to exceed home needs by several million bushels, no one has aught to gain by holding wheat. In addition to having little prospect of selling their crops above the guaranteed basis farmers must assume all the risks of heating, insects, mice, fire, cyclone, and theft, and of course, will lose considerable in weight by reason of shrinkage.

### Side Track Agreements.

Side track agreements which the railroads are striving to induce elevator owners to sign whether or not their houses be located on railroad right of way are unfair and unreasonable.

In the early days the railroads not only provided the elevator at many country stations but they leased bins in the elevators to shippers for a nominal charge, because the shippers accumulated the grain and offered it in carload lots.

Today the country grain elevator operator is virtually a bulk freight solicitor for the railroad, and all that without any expense to the railroad. He provides his own bulk handling freight depot and power to operate it, and he loads cars in about one-tenth the time taken by shippers not equipped with grain handling facilities. If any money is to change hands between the carrier and the shipper who operates a bulk elevator, it should go to the elevator operator in the form of a loading fee of about 2c a bushel.

The idea of paying for the upkeep of a side track used for the benefit of everyone who patronizes the railroad, as well as for the railroad itself, is absolutely ridiculous, and spineless elevator operators who submit to this extortion will soon find themselves flooded by some other new form of greed.

Years ago it was a common practice with all grain elevator operators to treat the railroad and all its officials with every consideration and to comply with their demands, because the railroads having an army of attorneys employed by the year were supposed to be in a position to enforce all their demands.



Now the conditions have changed and the shippers have a fair chance of establishing their rights in any court of equity.

### Stenciling Weight on Bags of Oats or Feed Impractical and Unnecessary.

Law-makers in their efforts to discourage sharp dealing and trickstery often overreach their intent and strike at an industry in no-wise offending. The grain trade of Texas seems to have been placed in this position, altho the State's Attorney General may take a different view of the matter when he learns all the facts.

Section 8 of Chapter 130, General Laws of the 36th Legislature, provides that

"All articles of food-stuffs, feed or other commodities which are sold in packages shall in all instances contain the net weight of the products or commodity so sold in such packages or containers, and shall not include the weight of the package or container. No person shall sell or offer for sale food, feed or other commodity in package form unless the quantity of the contents be plainly and conspicuously marked on the outside of the package or container."

Oats are often bought from farmers in bags and frequently sold in bags, yet wholesalers never sell them by the bag. The practice invariably is to determine the gross and tare in order to learn the net weight of the commodity actually received or shipped. Even tho the grain dealer did stencil the net weight on each package, evaporation of the moisture some seasons between the time the sack was filled and shipped might materially reduce the net weight. While it is an economy for most farmers to market their oats in bags, they do not sell it by the bag. They put it in bags to reduce the leakage while hauling it to town, and are paid for the net weight of grain delivered. The grain dealer in shipping oats in bags does not sell oats by package, but by the aggregate net weight of the shipment at the time of the shipment.

It is impracticable to attempt to apply the package law to the wholesale oats trade, and inasmuch as those dealing in oats do not sell them by bag or package, they do not seem to come within the intended scope of the law.

The same line of reasoning applies with equal force to most feed manufacturers, who generally try to put about a certain amount of their product into bags for convenience in handling, but they do not sell their product by the weight determined at the time of packing, but by net weight at the time of shipment. The practice of the oat and feed dealers of determining the actual net weight at time commodity is transferred takes them out of the short-weight class of dealers and should relieve them from the expense of stenciling the net weight on each container at time of packing.

The Attorney General of Texas says that "The purpose of the act is clearly to provide a method by which the buying public may be protected from false or short weights in purchasing commodities," but jobbers and wholesalers are much better protected by the net weight determined at time of transfer than several months previously. If the oat and feed dealers are to be included in the weight-stenciling requirements then the grocer should be required to stencil the weight on each package of sugar, coffee, tea, or other food-stuffs which he weighs and packs for immediate de-

livery. While the law may be stretched to include the oat and feed dealers of the Lone Star State, it would seem quite clearly that the law was not intended to cover transactions where the net weight is determined at time of delivery. It is merely another case of loose legislation against which it behooves every grain merchant to be constantly on guard.

### Changes in the Grain Business.

More changes have been made in firms operating country grain elevators since the government started to regulate the grain trade than during any previous five years of the trade's existence. Different influences have been working to this end, but none have been more potent than the arbitrary rules and regulations of the Food Administration.

When the government first attempted to fix the price of wheat at \$2.00 it forced heavy losses on many elevator operators who in the regular course of their business had accumulated wheat and been unable to ship out because of the scarcity of cars. Elevator men who asked for reimbursement for the losses forced upon them were scoffed at by the all-wise Hoover. It would be unnatural to expect men who had been forced to the verge of bankruptcy by the Administration to be anxious to continue to do a grain business while government interference was active, so many country elevator men sold out the first chance they got.

Again, the regulations of the Food Administration and oft-repeated demands of the Federal Commission for reports, reports, reports made life to the average country grain merchant decidedly irksome. Most country elevator operators had been accustomed to conducting their business according to their own ideas and without interference from petty politicians. Many country grain merchants in every grain surplus state, had through long years of patient toil and close application to business, built up a profitable trade, but rather than jeopardize the capital they had left by attempting to comply with the regulations of the different departments, old-timers sold out.

While wheat shippers generally were content with a meagre profit from handling cash wheat in pre-war days, they were able not only to protect themselves against losses, but frequently to realize a splendid profit by selling futures against their holdings. The closing of the futures wheat markets and the restrictions thrown about other futures markets have increased the hazards of the business immeasurably, and made the business much less attractive to the old-time grain merchants than heretofore.

On top of this, the grain growers have realized such splendid prices for all farm products that they have been able to pay off all the mortgages and accumulate surpluses beyond their fondest dreams. So it has been an easy matter for county agents and other agitators to induce them to engage in the grain business and to offer good prices for old elevators.

The excess war profit tax and the exorbitant income tax whereby the average country grain company is not permitted to realize a

fair profit from its business also helps to encourage men to stop trying and to take a rest.

Is it any wonder country dealers have sold out? While many ex-country grain merchants are now engaged in other lines of business, all of them will watch for an opportunity and be glad to get back in the business when the industrial unrest is at an end, and the government has taken its hands off the grain business and returned to the proper province for its activities. All of these changes in firms make for economic waste and inefficiency, thereby increasing the cost of marketing the country's grain products and contributing to the high cost of living.

### Wheat Must Be Graded Accurately.

Are you grading wheat purchases accurately? The politicians of the Southwest are making an earnest attempt to bulldoze the country grain buyers into accepting all wheat as No. 1. The governors of Oklahoma and Kansas have been fighting for the spotlight and shouting to the galleries in a tone designed to convince the wheat growers they the country buyers are greedy profiteers, even though no convincing evidence of undergrading has been presented. It is simply another attempt to use the grain buyer for buncoing the farmers.

The farmer knows just as well as the grain dealer that his wheat is shrivelled, light-weight, and not entitled to the grades earned by last year's crop. It is estimated by a number of wheat handlers that the average grade of spring wheat crop will be No. 3. The grain buyer can easily convince himself of the quality of his receipts by keeping a fair average sample of each carload sent to market, and attaching thereto the certificate of its inspection. Such an exhibit might also help to convince the grower of the fairness of buyer's grading.

The agreement of licensed buyers with the Grain Corporation requires them to submit samples of any lot of wheat in dispute as to grade or price. Grain buyers who are fair in their grading, however, will not be disposed to buy any more wheat from the disputing seller until the Grain Corporation has passed into history, and the grain trade is again free from political interference.

The wheat growers of the land are receiving more than twice what they demanded three and four years ago, and yet the man who handles the wheat and assumes all the hazards of its marketing is expected to put twice as much money into a bushel of it as ever and still be satisfied with less profit than before.

Surely, if the grain buyers are not overly cautious they will permit themselves to be bulldozed into overgrading all of their purchases. The Grain Corporation has forced heavy losses on some country shippers, and no doubt its work may scare others into assuming losses on the wheat they handle, but it should not be so, and Mr. Barnes has assured the trade that any reasonable margin of profit will be tolerated. If the country buyer is to market the crop with any profit, he must give as close attention to his grading as he does to the price.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Stop the High Cost of Living!

*Grain Dealers Journal:* We started in 1918 to build an elevator; but we came to our senses before we spent too much, and quit.

Labor and lumber together would have broken us up in business. We have about abandoned the whole idea now. There is so much agitation going on in the country now that no one knows what to do.

If every one would quit talking about the high cost of living, and stop the cost of high living, the situation would improve. There are people who own automobiles who cannot buy a good dinner. The trouble is that people are not economical enough.

I hope we shall soon get thru with all this turmoil, and the whole world will get down to business in the right way.—S. M. Fleming, Franklin, Tenn.

### "Two Years and a Day," the Claim Agent's Stall.

*Grain Dealers Journal:* Papers on our claim for loss and overcharge in freight on shipment of corn from Agra, Kan., to Lawn Hill, Ia., Apr. 18, 1916, were submitted to the freight claim agent of the C. & N-W. Ry. Co. on May 12, 1916, and there has been a steady stream of correspondence conducted in the matter (as often as we could get the powers that be who are connected with the C. & N-W. to reply) from the time the claim was presented up to the present time.

The overcharge feature appears to have been handled by one department and the loss by another, altho we were able to realize on the overcharge and received draft No. 100879 for \$36.52 leaving the shortage of \$16.95 still unpaid.

They offered a nominal amount in settlement; but inasmuch as they did not give the car seal protection we did not feel that we should accept this nominal sum in settlement of the claim. Claim not being settled or suit instituted within two years and a day limit they hide behind this and decline the claim on this account only; not from the reason that it is unjust.

In taking the matter up with the Interstate Commerce Commission, Sec'y McGinty replies that inasmuch as a matter of this nature has recently been presented to the Commission in formal complaint he did not care to express any opinion upon this matter but enlightened us to the effect that if we wished to institute a suit we have a right to do so, a matter of which we were perfectly well familiar with in 1916.

I presume that this claim hinges on the outcome of Docket 10696 which they refer to in these papers. We have never been very successful in getting settlement of claims from the C. & N-W. Ry., and furthermore we are advised by other concerns, doing business with this line, that they have had about the same success as we.

We call to mind an instance of a shipment that moved from Bryant, Ia., to Downs, Kan., and while the traffic officials quoted us a rate of 21c they assessed a 27c rate and the only satisfaction that we got out of it was by paying \$39.23 more than we should have and with the authority back of them, allowing the shippers no recourse in cases of erroneous quotations and the two years and a day limit on claims is getting to a point where some

drastic action should be taken to remedy these matters and give the shipper a chance.

We trust that these tactics of the claim agents will be given the publicity that they deserve.—Salina Produce Co., Salina, Kan.

### Refusing Claims After "Two Years and a Day."

*Grain Dealers Journal:* My own experience with claim agents evading liability dates back several years to Pittman & Harrison Company days and represented several hundred dollars. A certain official of the Q. & C. Road was the guilty party, and while we all had the satisfaction of denying his road any further freight as against hundreds of cars per season previously and while we had the satisfaction of seeing the responsible official of that line slink away and avoid our honest wrath, we did not get our money.

It was a queer case and involved routing of cars according to specific directions to insure that these cars would reach rails of the Q. & C. Several cars traveled an irregular route and were heavily overcharged. Acting upon the instructions of this official we paid the overcharges, relying upon his promise, then given, to promptly protect us. He and his road kicked our claims about for two years and then spat in our faces; as dirty a trick as was ever pulled by a railroad official.—Dick O'Bannon, Claremore, Okla.

### Handling and Marketing Expense.

*Grain Dealers Journal:* Julius H. Barnes has refused to say what he calls a reasonable handling margin. But he has said that shud a report come to him that a dealer is not operating on a reasonable handling margin, that the case wud be investigated. Every complaint received will be investigated on its merits.

In order to ascertain what a reasonable handling margin is, you must first know the actual cost of handling grain thru your particular elevator.

In determining the operating expense, disregarding the marketing cost, the Farmers Union Grain and Supply Ass'n, Courtland, Kan., took into consideration the following item:

Covering year from Jan. 1st, 1918, to Jan. 1st, 1919.	
Salaries .....	\$2,000.00
Power and light .....	230.75
Interest .....	751.63
Telephone, telegraf and postage.....	87.12
Insurance .....	366.01
Taxes and revenues .....	343.46
Rents .....	35.00
Advertising .....	182.82
Coopering material .....	45.98
Office supplies .....	118.80
Repairs .....	133.01
Traveling expenses .....	46.25
Drayage to expense .....	13.95
Donations .....	61.00
Auditing .....	80.17
Scale inspection .....	16.00
Ass'n dues .....	33.00
	\$4,547.93

In addition shrinkage, amounted to \$326 on 163 bus. of wheat, \$232.00 for 145 bus. of corn, and \$104.25 for 139 bus. of oats, making a total of \$5,237.18 operating expense, or 4.67c per bu.

The volume of business done in main commodities handled was: Total amount of wheat handled, 71,902 bu.; corn, 14,788 bu.; oats, 11,438 bu.; and barley, 4,526 bu.

The marketing expense included: Loss of grain in transit, figured at  $\frac{1}{4}$  of 1% or 250 bus. at \$2 per bu. \$500.00. Commission on 100,000 bus. at 1%, \$2,150. Inspection and weighing \$140, and incidentals, such as tax on freight, demurrage, switching, etc., figured \$200, which makes a total cost of marketing 100,000 bus. on the above basis, without any loss, on account of deterioration and quality and misgrading, \$2,990, or \$2.99 per bu., showing a total cost of operating and marketing, 7.72 per bu.

Check over these items. Is there a single item of expense figured too high? Can you operate your plant at a less expense than shown from the above audit?

Each dealer must determine this cost for himself. Neither Mr. Barnes or any of the Zone agents expect you to do business at a loss. The grain trade has borne the restrictions imposed by the government during the war, and it is not to be expected that the grain shipper shud continue to operate without a profit or at a loss.—E. J. Smiley, Topeka, Kansas.

### Southwest Millers Have Two Standards.

*Grain Dealers Journal:* A peculiar and not pleasing situation has developed in the Southwest, in connection with the ownership and operation of elevators at small stations by a head milling concern at some other location. It seems that the old plan of buying has been applied at these small stations, that of one cent per bu., discount under No. 2, and two cents for each lb. under No. 2 test. Some of the dealers who have elevators at these points took the matter up with the millers, asking if they were going to apply the same discount when they shipped the wheat to dealers. The answer was that the regular federal standards would be applied in negotiations with dealers.

When Mr. Piazzek was consulted he advised that in the contract with the Grain Corporation, the millers had signed and obligated themselves to apply the federal standards, and when they fail to do so, they are violating the law. This standard is not the best they can do, either. I am rather surprised at the attitude expressed by the good miller friends, as that attitude is unjust, and they know it. To apply a very liberal policy to the farmer and a very rigid one to the grain dealers is an attempt by the millers to eliminate the grain dealer or impose unjust and unfair conditions upon him.—M. R. Zeek.

### Brokerage Should Be Paid More Promptly.

*Grain Dealers Journal:* Referring to letter of Mr. E. W. Wyatt, page 154, of July 25th Journal I am guessing that Mr. Wyatt's loss of \$1,000 in Oklahoma in 1917 resulted from sales he made for account of some fly-by-night. Other gentlemen connected with the grain trade at Memphis have suffered similar losses in the past as a result of trading with irresponsibles and nobodies. The standing recommendation of responsible western concerns is that Memphis dealers trade with responsible fellows year in and year out.

A further fact to which it may be well to call Mr. Wyatt's attention is that in the old days the receivers of grain in a certain section of the country (not to be named here) made it their habit to reject shipments the market value of which was lower upon arrival than contract price specified. Very often the shippers suffered the double indignity which grew out of the consciousness that the rejection was unfair and the realization that the broker who made the sale felt ill-inclined to expend the needful effort in connection with the resale.

From this situation the Southwest developed the habit of paying brokerage or commissions when final delivery was made to purchaser, thus insuring from brokers what is known and today regarded as modern "service." The day of these unfair rejections has largely passed and with the advent of a desire on the part of brokers to render service plus, I rather agree with Mr. Wyatt that there should now be a more considerate recognition of brokers' accounts when rendered by brokers to their principals.—Yours truly, Dick O'Bannon, Claremore, Okla.



## Pernicious Activity of County Agents.

*Grain Dealers Journal:* We noted the editorial appearing in the Journal July 10 page 60 on "The County Agent," and think a great deal more could be said on this subject in regard to certain agents who seem to be possessed with the idea that they are employed to stir matters up and work against the interest of the elevator man instead of promoting the general welfare of the farming community.

We took the liberty of inclosing the editorial in the following letter to Geo. Livingston, Asst. Chief of the Bureau of Markets.—C. W. Bleuler, mgr. Maney Export Co., Oklahoma City, Okla.

Mr. George Livingston,  
Asst. Chief Bureau of Markets,  
Washington, D. C.

Now we wish to say at the outset that in many respects we have found the county agent a very valuable official, but unfortunately in many other cases we have found him to be as indicated in this article, prone to pernicious political activity and more inclined to make himself solid than to promote the general welfare.

It must be recognized as a fact beyond argument that the grain dealer with heavy capital invested is entitled to consideration and the legitimate business that naturally falls to him, and we are sure you will agree with us about it, but we know unfortunately it is a fact that in many cases the county agent has exerted every influence in his command against the established elevator.

We will be pleased to hear from you with your views on this very important subject.

If any further evidence of what we have said above is acceptable, we will have no difficulty in furnishing it.

Yours truly,  
Maney Export Co.

## E. C. Eikenberry Off to Berlin.

It having been unanimously decided that E. C. Eikenberry's plan to "Kann the Kaiser" is the best proposition yet offered by any individual, or group, of any nation, including the Peace delegation at Versailles, it is therefore only just that he shud merit the "Trip to Berlin" offered by Henry E. Wack & Co. for the best article on "Kanning" the Kaiser.

However, owing to the rapidly rising prices and the unsettled state of the frankfurter market in Germany, the original sum to cover the trip will be, by far, too insufficient to meet the expenses of the journey. With bread and gravy selling at a premium and mashed potatoes at 50c a mash, it was thot best to give Mr. Eikenberry a Check covering the amount originally offered, or \$150.00.

The whole affair started in Milwaukee at the convention of the Grain Dealers Nat'l Ass'n, last September, when Henry E. Wack of Henry E. Wack & Co., Baltimore, conducted a lucky number contest, prizes to be given bi-weekly until "Our Boys" were camped on the Rhine and eating in the Kaiser's palace in Berlin. Every sixth prize was to be a Liberty Bond. Three Liberty Bonds were awarded during the convention to lucky punch numbers. It shortly became known that the mails cud not be used for any such chance, and the original plan had to be abandoned. Henry E. Wack was naturally disappointed and struck upon another plan to carry the contest to a finish. He deposited \$150 with the Grain Dealers Journal, which was to be given to the person writing the best original article on "Kanning the Kaiser"—a trip from Baltimore to Berlin.

Many humorous, and some serious articles have been submitted to the Grain Dealers Journal, our editorial staff acting as judge in the contest, all of which have been printed in the Journal from time to time. The contributions were submitted to members of our staff, but the writers names were withheld. Number 8 was the lucky number and it turned out to be our Ex-President of the Grain Dealers Nat'l Ass'n, E. C. Eikenberry, of Camden, O., whose plan for kanning the Kaiser follows:

### PRUSSIAN IDEALS "KANNED."

The Kaiser maintained his power on the principle that might is right, his potent agent was the military machine which at his accession to the throne he found in existence and which he developed and perfected until the German Empire was a political organism directing its means and energies almost exclusively to the support of the military organization, by which, in turn, Germany should further her commercial interests and impose on the other nations of the modern world her ideals and her will. This was to be accompanied by the enrichment and aggrandizement of the Prussian monarchy and nobility, of which the safety and security rested on the military and on the maintenance of the military system. Upon the collapse of the military power of Germany and her Allies in October and early November, deprived of the support of the militarists and exposed to the resentment of a common people awakened and undecieved, the Kaiser was automatically "kanned" and his flight to Holland was a natural consequence.

But the Kaiser is an idea as well as a personage. The type of government personal to the Kaiser is a survival of absolutism which existed at one or another period in precession to the prevailing democratic forms of government in France, England, Italy, and many smaller European nations. The war now closing was only the struggle which was inevitably to occur between two distinct types of government and degrees of human liberty. With the extermination of the Kaiser must come the extermination of the system which in him was personified. This is the task of today and tomorrow, the one to which the victors must address themselves. Ideas are very real things and the ideas of human liberty and democratic government have penetrated more deeply into the German Empire than have the armed forces of the Allies, and have counted their captives by the millions and made conquest of the minds and souls of men. The present unrest in Germany is but a manifestation of the relentless force by which these ideas seek realization. The German people are but responsive to the leaven of new thought eventually to emerge from the present chaos to take form and acquire potency.

We can best "kan" the Kaiser by using our

energy and our influence in such manner as to enable the German people to produce a system of government which shall conform to ideals of modern democracy and at the same time fit the genius of the people whom it is intended to govern. The lifting of the weight of militarism and, as a consequence, the liberty which the German people will find themselves to possess will forever make impossible the return of the Kaiser and "Kaiserism." Our duty is plain and can not be expressed in better phrase than that of the President: "We must hold the light steady until they find themselves." The Allies can not impose on the German people a ready-made government but by the presence of armed forces and a judicious influence can repress lawlessness and license allowing those who seek the instruments of order and wholesome rule to find and to apply those instruments. The Germans are not uncivilized; they are capable of self-government; to facilitate the establishment of a system of democracy is our duty. When this system is established we shall have effectually and perpetually "kanned" the Kaiser, not only from Germany but also as a disturbing factor in the national life of Europe. A league of nations on a proper basis will keep him "kanned," and the limitation of the armaments of the nations forming this league will forever keep another from appearing to disturb the peace of the civilization of the future.

AN ITALIAN ROYAL DECREE has fixed the price of home-grown grain for 1920 at 70 to 80 lire per quintal of 220.46 lbs., with a supplementary price of 12 to 13 lire for grain of the Provinces of Rome and Grosseto. (At normal exchange the Italian lira is equivalent to \$0.193 U. S. gold.)

JAMES STEWART of the Wheat Export Committee has been appointed to the chairmanship of the Canada wheat purchasing board. His appointment meets with general approval, as his experience in handling the purchasing of grain and flour for the Allied Governments makes him especially able in his new capacity.

ALFRED BRANDEIS of Louisville, Ky., is closing his government office at Washington and returning to Louisville. He has been in Washington since Feb., 1918, as chief of the enforcement division of the U. S. Food Administration, at \$1 a year. In this capacity he handled the auditing and checking of grain and milling concerns.

JULIUS BARNES, chairman of the government grain corporation, in a recent conference with Pres. Wilson, reported problems confronting the grain trade, and the grievances of the farmers because of recent rulings on wheat. As a result of the conference, it was announced that a statement on the grain situation will be issued in a few days.



E. C. Eikenberry, Camden, O.

## Hearing on Northwestern Rates.

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D. C., Aug. 2, new rates on grain and grain products from Northwestern points were considered.

By request of the Director General of railroads, an investigation of grain and grain products freight rates has been authorized because of protests made against these increased rates. The order of the Interstate Commerce Commission is:

It is ordered that the commission enter upon an investigation concerning the rates and regulations, and also as to said proposed rates and regulations set forth in Exhibit A, on grain and grain products from points in Idaho, Montana, North Dakota, South Dakota, Minnesota, Wisconsin, Iowa, and Nebraska, in the following particulars:

(a) Transit arrangements at Minneapolis, St. Paul and Minnesota Transfer, Minn., and interior milling points.

(b) Proportional rates from Minneapolis, St. Paul, Minnesota Transfer and Duluth, Minn., and Superior, Wis., to Chicago and Peoria, Ill., and points taking same rates; Gladstone and Sault Ste. Marie, Mich., on traffic destined beyond; Duluth and Superior, Wis., St. Louis, Mo., and East St. Louis, Ill., and points taking same rates; and Minneapolis, St. Paul and Minnesota Transfer, Minn.

(c) Rates from points in Minnesota, North Dakota, South Dakota, and Iowa, and from Omaha and South Omaha, Neb., to Duluth and Superior, Wis., Minneapolis, St. Paul and Minnesota Transfer, Minnesota, Chicago and Peoria, Ill., and St. Louis, Mo.

(d) Lake and rail rates from Lake Michigan ports to Buffalo, N. Y., and points east thereof.

(e) Cancellation of joint thru rates on grain products from Minneapolis to points east of the Illinois-Indiana state line.

(f) Rates from points in the said states of origin to Ohio and Mississippi River crossings and points beyond.

It is further ordered that this proceeding be assigned for hearing on Sept. 8, 1919, at 10 o'clock, at the office of the Interstate Commerce Commission, Washington, D. C., before Division 2.



"Good-will is the probability that the old customer will return to the old place."

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Are Tile Elevators Practicable?

*Grain Dealers Journal:* Are elevators of tile construction practicable?—Lester J. Miller, Mexico, Mo.

**Ans.:** Elevators of tile construction are practicable, and a number of them have been built and are in use. A heavy foundation is needed and tile must be carefully bound together to keep out rain during windy weather.

### Has Any Dealer Been Ordered to Move Off Right of Way?

*Grain Dealers Journal:* As shippers are aware, all railroad leases read that the lessee must remove all buildings from the railroad premises in 30 days notice from the railroad company. Can any brother dealer inform me whether there is a case where the company has made the lessee move in 30 days or at all?—G. D.

### Where to Get Grade Rules.

*Grain Dealers Journal:* Will the Journal please inform me where I can get the federal rules for grading wheat, oats and corn?—D. S. Case, Battle Creek, Mich.

**Ans.:** This information is supplied to anyone on request by the various headquarters of the different government grain supervision districts. Battle Creek falls in the district having headquarters at Toledo, O., and application for grade rules and all other information on grading should be addressed to Federal Grain Supervisor, Room 2002, Second National Bank Bldg., Toledo, O.

### Do Not Sign Side Track Agreement.

*Grain Dealers Journal:* In the July 10 issue of the Grain Dealers Journal I saw several articles about side-track agreements that are of especial interest to me, as the railroad is trying to work the same scheme on me. I do not know just how to handle it, and I am asking advice and help.

I purchased the elevator this spring, taking possession of it July 1. The elevator is located on railway property, and the former owner holds a lease on the ground paid up to Nov. 1, 1919. When he sent in the lease to the R. R. Co. to have it transferred, the company sent me a new application to sign, which was dated to be effective July 1, 1919. The old lease cost \$20 annually, with the title to the siding resting entirely in the R. R. Co. It did not cost anything to use the siding, as the R. R. Co. used it for anything it chose to shove on to it. The company wants to give me the lease for \$5.00 annually, but wants me to sign a sidetrack agreement for \$45 annually.

The track in question is not on the leased property, but runs along the side of it for 180 feet. It is in very poor condition: the ties are so rotten and sunken that taking in or out a car calls for care. I did not need or ask for the exclusive use of the track, and I do not feel that I should be compelled to pay for the use of it when the company uses it for any thing or any body it chooses.—Elmer Schaal, Ridgeton, O.

**Ans.:** In this case, using the side track agreement offered by the railroad company as a basis, make such alterations in the agreement as will make it a fair division of expense. Strike out all language imposing liability on the lessee for damages and mark down the item

for maintenance to suit the shipper's views. Then tender the copy so altered to the railroad company with an offer to agree on that basis.

If they reject this, do nothing. Do not sign the company's one-sided agreement, and if the company fails to set in cars on the side track for loading, bring suit for damages.

### Reimbursement for Grain Door Lumber

*Grain Dealers Journal:* Some time ago we noticed in the columns of the Grain Dealers Journal an article covering the matter of a railroad company's liability upon failure to supply an elevator with car doors and other suitable cooperating material, the said article containing a copy of the Interstate Commerce Commission's ruling governing same. Can the Journal supply us with the I. S. C. ruling, and greatly oblige?—Lost Springs Co-Operative Assn, Lost Springs, Wyo., W. C. Vandegrift, Manager.

**Ans.:** The ruling of the Commission is, "A carrier may not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars unless expressly so provided in its tariff."

The foregoing is explained by the Supreme Court of Minnesota, page 488, of the Grain Dealers Journal for March 25, 1919, as meaning that when a railroad company provides in its tariffs that doors will be supplied by the company, it will pay for the doors if not so supplied. Accordingly, the Supreme Court gave the Gibbon Farmers Elvtr. Co. judgment against the M. & St. L. R. R. for grain door lumber furnished by shipper in loading 20 cars of grain.

### Right of Way Lease?

*Grain Dealers Journal:* At different times we have read in the Journal, relative as to what kind of a lease the shipper should sign and not sign with the railroad company. Will the Journal please advise us as to what person we should take this up with to enlighten us more upon this subject?—Cottrell Bros., Terre Haute, Ind.

**Ans.:** The right of way is owned by the railroad company which can impose its own terms for the use of the ground, or demand the removal of buildings on the expiration of a lease, the same as any private owner of land.

As the grain shipper virtually furnishes the railroad company with a depot building in which to accumulate and store grain for carload shipment, the shipper is morally entitled to a lease free of charge, especially in the country where ground is cheap and the railroad company could earn no rental except from a shipper. Years ago railroads in trunk line territory built all the elevators and rented bins to different shippers.

The clauses in the right of way lease imposing on the shipper all the liability for fire and accident due to the carrier's own negligence are so unjust, so unreasonable and arbitrary that no shipper can afford to sign.

When possible it is advisable to move off the right of way. Technically speaking no railroad can use land obtained by condemnation for railroad purposes for any other purpose, but they have long done so.

### Railroads Charging for Up-Keep of Spur?

*Grain Dealers Journal:* I gave the G. N. R. R. Co. an easement covering my land on which the company built a spur track a number of years ago. This easement was not given until November, 1918. The company now claims that I owe it for up-keep, and has presented a bill for replaced ties, claiming under order from the Director General it must assess this up-keep against the owner of the adjacent property using the track. Can this collection be enforced? What are other dealers similarly situated doing? Kindly advise me in this matter.—D. D. Simmons, Moorhead, Minn.

**Answer:** On behalf of the grain shippers this question is in the hands of Henry L. Goemann, chairman of the Transportation Com'te of the Grain Dealers National Ass'n, Mansfield, O., who requests all shippers victimized in this manner to write him the facts and he will see that the objectionable orders are not enforced.

Shippers generally are not signing these unjust right of way leases and side track agreements. Until the state railroad commission authorizes it the railroad company has no way to enforce collection of costs of up-keep, except that the shipper is liable for maintenance of that part of the track used exclusively by him from his warehouse to the point where connection is made with the right of way.

### To Exterminate Weevil?

*Grain Dealers Journal:* Some time ago, I saw in the Journal directions for exterminating weevil and other insects from mills and elevators. When were they published?—J. G. Crites, sales mgr., Montana Grain Growers, St. Paul, Minn.

**Ans.:** To exterminate weevil and other insects, use bisulfid of carbon or hydrocyanic acid gas, according to directions given in the Journal Aug. 10, 1918, p. 210.

### Seller or Buyer to Make Claim?

*Grain Dealers Journal:* Will the Journal please give us some information in regard to the following matter:

About a year ago we shipped a car of wheat to Richmond, Va., which was considerably short and we expected the buyer to present his own claim and settle with us, but he refused to do so. Now it seems that we are required to collect from the railroad or lose the entire amount, something like \$500. The railroad company advises that the claim has been held out too long and that they are therefore absolved from payment.

What we want to know is whether the common law would validate a claim against the railroad company regardless of the rule about a certain length of time precluding adjustment?—Lexington Elevator & Mill Co., Lexington, O.

**Ans.:** All parties are bound by the term of the B/L which provides in Sec. 3 that claim must be made in writing within six months after delivery of property. Such contract is upheld by the common law.

Whether buyer or seller ought to have made claim against railroad depends on the contract of sale. If sale was made on shipper's weight, shipper can recover from the buyer, whose duty it was to have made claim.

### What Is a "Normal" Crop?

*Grain Dealers Journal:* I note that the government in its crop reports states that the condition on a certain date is 61 per cent of a "normal." What is a normal?—Frank Nethercott.

**Ans.:** Normal is not an average of 5 or 10 years. The normal is a full crop that the farmer expects at the time he sows the seed if his yields are not cut down by drouth, insects, disease or the many other drawbacks that may and nearly always do reduce the yield. For some reason the farmer almost never harvests a full or normal crop. The Bureau of Crop Estimates has not promulgated its exact method of arriving at the "normal." In Circular No. 17 the Bureau says: "When the farmer sows his seed he knows what the field ought to yield, and if the season is favorable he expects to harvest that amount. This expected yield is a 'full crop.' It is neither a maximum possibility, or a bumper crop, but it is rather the typical crop represented by the average of a series of good crops, leaving out of consideration the occasional bumper crop or the less frequent partial crop."

"Criticism is sometimes made of the use of the word normal because the United States never raises a normal crop according to the Bureau of Crop Estimates. A little reflection will show that a normal yield for a State or for the United States is only to be expected on rare occasions where the term normal means full crop. If returns of individuals were published there would be many 'normals'—a yield in keeping with what the farmer expected to receive from the amount of seeding done, but the frequency of 'normals' would be less in a county showing, still less in a state average and rare in the United States average."

"Many have asked why the crop estimates are not based on the average crops for the past five, ten or twenty years. This is impractical because no 'average crop' can be said to exist, for the average for a given period is unduly influenced by an abnormally high or low yield in previous years. The average is therefore fluctuating."

Anyone can determine for himself what the Bureau means by "normal" by taking its condition figures for a certain date, as corn, 86.7% of normal on July 1, and its estimates of the prospective yield at the same date, 27.3 bus. per acre. Dividing one by the other gives 31.5 bus. as the Department's normal for corn on July 1. However, for those desiring the information the Bureau has calculated in advance for the year, the full crop or par yield for each month for every crop and every state. Its par or normal on corn for Aug. 1 is 33.4 and for Sept. 1 35 bus. per acre.



## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Penn. 559869 passed thru Troy, Tex., southbound, on Aug. 7, leaking wheat freely.—Maedgen Grain Co.

C. B. & Q. 101440 passed thru Liberty, Neb., Aug. 3, leaking wheat badly at both ends.—Marietta Stock & Grain Co., Marietta, Kan.

Wabash 64620, containing barley was wrecked in the Milwaukee yards at Mitchell, S. D. the morning of Aug. 2. The car tipped over and was badly damaged. Barley was transferred into P. & L. E. car 32108.—A. H. Betts.

Frisco 34172, loaded with wheat from Rocky, Okla., was leaking badly as it went thru Cordell Okla., Aug. 1. Leak was at southwest corner of the car, and no attempt was made at this station to repair it.—Geir & Price Grain Co., Cordell, Okla.

M. & St. L. 7496 passed thru Eden, Ill., July 31, leaking oats very badly at end of car. Looks as tho it would all go out.—H. F. Turner.

I. C. car 131033, loaded with wheat, was leaking at corner when I. C. local stopped at Farmer City, Ill., July 29.—J. W. Turner, mgr., Farmer City Grain Co.

I. C. 131033 and C. P. 104688 passed thru Farmer City, Ill., July 29, leaking grain badly.—H. N. Sager, sec'y, J. H. Dole & Co.

C. P. 104688 was leaking at door when the I. C. local stopped at Farmer City, Ill., July 29.—J. W. Turner, mgr., Farmer City Grain Co.

W. L. E. 2257 passed thru Charlottesville, Ind., July 28, leaking wheat.—Charles F. Reeves.

I. T. S. 5105, on Illinois Traction System, passed my office at Nilwood, July 28, southbound, leaking wheat badly at side door.—W. F. Alford.

C. P. 47138 passed thru Ravenna, Neb., July 28, leaking oats.—C. L. Allen, the Crete Mills, Crete, Neb.

I. C. No. 38034, passing thru Whitestown, Ind., eastbound on the Chicago division of the Big Four R. R., July 26, was leaking wheat at the door.—Robert S. Kern, Kern & Kirtley Grain Co.

P. & L. E. car 33617 south bound passed thru Modale, Ia., leaking yellow corn at the side badly, on July 26.—Modale Elvtr. Co.

Van 10448 passed thru Delavan, Ill., July 26, over C. & A., leaking wheat at end of car.—H. B. Price, sec'y and mgr., Farmers Elvtr. Co.

C. & A. 15157 passed thru Delavan, Ill., north bound, July 26, leaking wheat over the truck.—H. B. Price, sec'y and mgr., Farmers Elvtr. Co.

C. R. I. & P. 40305, in east-bound local freight, passed thru Barnett, Mo., July 26, leaking wheat badly thru the side near end. Caught up with this freight again at Eldon, and called yard-master's attention to it. Think Mr. Kirby coopered it there.—D. L. Boyer.

N. Y. C. 246074 passed thru Unionville, O., on the P. C. C. & St. L., July 26, leaking wheat at the end of the car about three feet from the bottom. It might have been a bolt hole about 1 inch in size. I did not see it in time to notify the train crew.—H. Hale.

B. & L. E. car 80076 passed thru Cropsey, Ill., north bound, July 25, leaking wheat at the end.—Harry Heiser, Cropsey Elvtr. Co.

Mo. P. car 34777 passed thru Plano, Ill., July 24, leaking wheat at the grain door.—Jeter & Jeter.

N. Y. C. 256811, had one side door standing open as it went south thru Garden City, Ia., July 24, on an extra freight train.—Central Iowa Grain Co., Des Moines.

N. Y. C. 322208, on B. & O. train passing Montour Jct. over P. & L. E. July 23, leaking wheat or rye at door. The train was running so fast that I could not tell which grain it

was.—Oliver Allen, Ohio Valley Grain & Feed Co.

C. & N. W. car 114646 passed thru Liberty, Neb., July 23, leaking wheat over the draw bar. Called train crew's attention to it, and leak was repaired the best it could be.—C. W. Hagerman, mgr., Liberty Grain Co.

Penn. 22808 passed thru North Creek, O., Aug. 6, leaking white oats over the draw bar.—C. C. Schafer.

A. T. S. F. 34434 passed thru Jamesport, Mo., Aug. 7 leaking wheat freely at pulled draw bar.—M. U. Norton.

D. & R. G. 63833 passed thru Beason, Ill., Aug. 4, leaking wheat at door post. Leak was not noticed until train was leaving town, too late to fix or notify train crew.—Farmers Grain Co., W. H. Armstrong, mgr.

A. T. S. F. 33133 on the Illinois Central at Rockwell City, Ia., was leaking wheat at a patch on one end of car, and at a small door on other end; not freely at either place but looks like patch might become worse.—C. W. Kellogg, mgr. Rockwell City Elevator Co.

U. P. No. 111231 passed north thru Delavan, Ill., on C. & A., leaking wheat on the west side, July 21. Train did not stop.—H. B. Price, sec'y and mgr., Farmers Elvtr. Co.

N. Y. C. 98763 passed by I. C. depot in Decatur, Ill., July 20, at 5 P. M., leaking yellow corn from side of car that had a loose lining. It was a bad leak.—L. P. B., mgr., La Place Co-operative Grain Co., La Place, Ill.

Penn. 335989 passed thru here leaking wheat at one end.—Marietta Stock & Grain Co., Marietta, Kan.

B. & M. No. 49,957, eastbound, passed thru here July 17 on the Frisco leaking wheat badly at the corner of the car. There was no chance to repair it as the train did not stop. This car was observed by our elevator foreman, Chas. Huff.—Geo. F. Milbourn & Son, Fairland, Okla.

L.V. No. 69118 was seen to be leaking at the draw-bars when it passed thru Leipsic, O., July 18. Wheat was leaking at a rapid rate, almost a gallon having leaked out in the few minutes we noticed it from our elvtr. Too bad about the condition of some of the cars we are given to send grain in.—C. A. Hiegel, Nickel Plate Elvtr.

## Winnipeg Futures Stopped.

"Please see that facilities of trading in wheat futures be withdrawn immediately" was the curt message flashed over the wires on the morning of July 29 by Sir George E. Foster, minister of trade and commerce, to F. J. Anderson, pres. of the Winnipeg Grain Exchange.

Hastily calling a meeting of the Council of the Exchange Mr. Anderson laid the mysterious telegram before them and the order closing the future market was promulgated, but not until the price of wheat for October delivery that morning had climbed to a stopping point at \$2.46% per bushel.

Mr. Anderson then wired Sir George:

"Telegram received. Conforming therewith facilities for trading in wheat have been withdrawn. In view of conference held at Ottawa in June, when our delegates attended on invitation from your department and remained in Ottawa for over two weeks, resulting in your department approving opening of trading facilities for wheat on Winnipeg market, it is difficult for us to understand in absence of details why we were not asked to attend at this time and given an opportunity to express our views and position, particularly as our delegates received positive assurance from your department that representatives of this exchange would be fully advised in the event of government contemplating any change of policy."

A possible solution of the ministry's arbitrary action may lie in confidential advices from Washington that Pres. Wilson contemplated reducing the sale price of flour while sustaining the buying price of wheat. Wheat Director Barnes proposes to sell wheat to foreign nations at the same price as to American millers, it is alleged, and a reduced price would put Canadian wheat growers in a difficult position as there is no price guaranty in Canada on the new crop. It remains to be seen whether the politicians of the Dominion will place on the taxpayers the burden of paying a high price for wheat and selling at a reduced price to millers.

## Transit for Omaha.

Freight Rate Authority No. 10559 has been issued and will become effective on 30 days' notice. Between all stations on the C. & N. W. in Nebraska north of the Platte River, and all stations on the C. & N. W. in Nebraska south of the Platte River, transit privileges will be given at Omaha at a charge of 3 cents per 100 lbs. for out-of-line service.

On the C. B. & Q. between Fremont and stations north in Nebraska, including all stations on the O'Neill line, and stations in Nebraska on and west of the line Ashland to Lincoln, on thru to Wymore, Neb., transit privileges at Omaha may be given at a charge of 2 cents per 100 lbs. for out-of-line service.

On the U. P. transit privileges at Omaha may be given between stations in Nebraska, except stations Loma to Heber, inclusive, at a charge of 2.5 cents per 100 lbs. for out-of-line service.

## "Two Years and a Day."

In the complaint by Jacob E. Decker & Sons, Mason City, Ia., against the U. S. R. R. Administration, involving the outlawing of claims after two years and a day the carriers have asked the Interstate Commerce Commission to dismiss the complaint, alleging that complainants' own neglect defeated its recovery, and that the Commission has no jurisdiction over loss and damage claims.

The B/L com'te of the National Industrial Traffic League suggests that the limitation run 2 years and a day from the time the carrier declines the claim.

Walter E. McCormack, attorney for Decker & Sons, in his reply brief will allege the limitation to be unreasonable when the carriers have delayed investigation of a claim; that the carriers already have waived the limitation and can do so under sec. 10; that carriers failed to complete investigation of claims after lulling shippers into security; that the claim is sufficient notice and protection to carriers against spurious claims, and that sec. 10 of the uniform B/L is a joker and causes the two-year limitation to be a nullity. Sec. 10 reads:

Any alteration, addition or erasure in this B/L which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this B/L, shall be without effect and this B/L shall be enforceable according to its original tenor.

## Telegraf Tolls Reduced.

Postal Telegraph Co.'s rates have been reduced 20% by an order issued on July 31 and effective Aug. 1. President Charles Mackay has given no explanation of this action but the grain men in terminal markets who have considerable telegraphing to do have profited by the lower rates.

The Western Union did not follow the lead of the Postal in reducing their rates 20%, or to where they were before Postmaster Burleson's order changing them on Jan. 1, last. Moreover, the Western Union has petitioned the public utilities commission asking that the rates put in force by the Postmaster General be maintained after the wires are returned to private ownership.

The following announcement was sent out by John Nering, Chicago Manager, the Postal Telegraph Co.:

Effective Aug. 1st, 1919, discontinue the increase of twenty percent in rates made by Postmaster General on day telegrams Apr. 1st, 1919, and restore rates for day telegrams that were in effect prior to that date.

Restore night telegram rates to what they were before Postmaster General changed them on Jan. 1st, 1919.

Continue the present night lettergram rates without deducting the twenty percent increase, excepting on night lettergrams within the State of Illinois on which the rates shall be the same as they were prior to Apr. 1st, 1919.

Discontinue the acceptance of day letters.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

### COLORADO.

Denver, Colo., Aug. 4.—We had visions of a 25,000,000-bu. wheat crop, but have been very much disappointed by the threshing returns. Our present estimate is 17,000,000 bus. While this is quite a loss, it will be the largest crop Colorado has ever raised, and the quality in most places is very good. Our corn crop is in good condition, as a result of the heavy rains we have been having during the past ten days.—T. D. Phelps.

Chicago, Ill., Aug. 4.—Northern, northwestern and southeastern counties of Colo. have suffered intensive drouth, which will seriously affect all crops in these regions. In other sections of the state, general crop prospects are good. Wheat is turning out well and is of good quality. The same is true of oats, rye and barley. The wheat production for the state is estimated at 19,000,000 bus. Corn is growing well. The second crop of alfalfa has practically all been harvested, resulting in a good yield.—S. H. Johnson, Freight Traffic Mgr., Rock Island Lines.

### ILLINOIS.

Alhambra, Ill., July 29.—Wheat is yielding from 16 to 22 bus. to the acre, grading mostly No. 3.—Alhambra Grain & Feed Co.

Minonk, Ill., July 26.—Oats light, winter wheat fair, spring wheat poor; corn looks well, but needs rain.—J. W. Webster, mgr., Minonk Farmers Elvtr. & Sup. Co.

Winchester, Ill., Aug. 5.—Corn is in fair condition, but is still needing more rain than the light shower that fell last night.—E. S. Wald, mgr., Farmers Elvtr. & Merc. Co.

Del Rey, Ill., July 25.—Crops are good; fall wheat yielding 20 to 25 bus. per acre, and testing 56 to 61. Oats are not as good as last year, yielding around 35 bus. per acre and testing 28 to 34. Spring wheat is of very poor quality, badly shrivelled, yielding only about 10 bus. per acre and testing 45 to 50.—E. O. Teach, mgr. Farmers Grain Co.

Delavan, Ill., July 28.—After traveling 400 miles thru the counties of McLean, Montgomery, DeWitt, Logan, Sangamon, Macoupin and Taswell, I would say the only really discouraging corn fields I saw were near the town of Witt in Montgomery County, otherwise the corn prospect is good.—W. E. Culbertson, sec'y Illinois Grain Dealers Ass'n.

Springfield, Ill., Aug. 6.—Light to excessive rains greatly benefited corn in most areas, but good rains are still needed in many places. Corn is in excellent condition in the north, average to very good in the central, and poor to satisfactory in the south. Threshing continues, altho delayed in places by wet weather. Plowing for winter wheat has begun.—Clarence J. Root, U. S. Dep't Agriculture.

Troy Grove, Ill., Aug. 6.—Threshing is in full swing; oats making 15 to 52 bus. per acre, weighing 17 to 30 lbs. per bu. Wheat is light, yielding between 8 and 25 bus. to the acre, and grading mostly No. 3 and Sample. Rye is grading mostly No. 2, making from 12 to 20 bus. to the acre. The prospect for corn is very good, but it needs rain.—Co-operative Grain & Supply Co.

Chicago, Ill., Aug. 9.—Much of the corn belt has had good rains, which has materially increased the prospects for a good crop. It appears that the dry spell has done only a little damage to corn in some localities in Illinois. In Kansas, Missouri and Nebraska, corn still needs rain to insure a maximum crop. All reports confirm the earlier findings, that wheat is much lighter and of much poorer quality than originally estimated. Most of the oats in the country clearly reflects the results of hot dry weather at the critical stage of its development. For this reason, oats are only fair and of light weight.—American Steel & Wire Co.

Chicago, Ill., Aug. 2.—Condition of corn is 81.3, or 4 points under a month ago, and compared with 78.5 last year, indicating a crop of 2,800,000,000 bus. This is 15,000,000 bus.

less than the government July returns, and 217,000,000 bus. in excess of our last year's final estimate. Winter wheat yield per acre 15.2 bus. and crop 744,000,000 bus. Spring wheat condition 58, the lowest on record with but one exception. Estimated crop, 240,000,000, or 100,000,000 bus. less than the estimate of a month ago. The total yield of all wheat is 984,000,000 bus., against 1,161,000,000 predicted a month ago and the 917,000,000-bus. harvest last year. Oats condition is 77.1, having declined 12.4 points in July. Indicated crop is 1,283,000,000 bus., against 1,403,000,000 predicted a month ago, and 1,538,000,000 bus. harvested last year.—Snow-Bartlett-Frazier Crop Report.

Chicago, Ill., Aug. 1.—Weather conditions were unfavorable during the past month, and there was a decline in the harvest prospect from June. Much of the damage reported was due to the late, wet spring, followed by high temperatures; the growing grain contained too much moisture to withstand the heat. The northwest and Michigan were dry for the month. Corn was suffering at the end of the month in Ill., Ind., Ky., Mo., and parts of Ia. and Neb. Black rust developed in wheat and oats earlier than usual and spread over the northwest spring region. Returns show an average yield of winter wheat of 15.2 bus. per acre, when 18 bus. or more was expected at the end of the previous month. The grain was light, due to rust, scab, blight and similar fungus diseases. Because of the great acreage, the total crop is the largest ever harvested of this variety, 744,213,000 bus., which is 60,000,000 bus. greater than the record of 1914. There was an average decline of 22 points from the spring wheat reports of last month, dry weather, black rust, blight and poor fertilization having wrought disaster to the crop. The indicated total is a crop of 241,745,000 bus., or 90,000,000 under last year's harvest. The fairly large acreage of spring wheat which was planted in the corn belt went to pieces, and it is doubtful if half a crop will be realized. The total wheat crop is now estimated at 986,000,000, or 70,000,000 bus. more than last year. The same influence reduced the oats yield. Texas and Okla., usually two unimportant oats states, were the only ones to report a satisfactory crop. The general condition reported is 78.6, 9 points below our report last month, the indication on the acreage now being 1,309,000,000 against indication of 1,445,000,000 a month ago. This is the smallest Aug. 1 indication since 1916. Reserves of old oats are reported at 6% of last years crop, or 91,000,000 bus. Corn showed a steady gain during the first half of the month, but a lack of moisture during the blossoming period developed a decline which is still under way. The average condition reported is 84 comparing with 82.5 last month. On the acreage it indicates a crop of 2,903,000,000 or 88,000,000 over last month and 75,000,000 over the corresponding time last year. The condition is 7 points over a 5 year average.—P. S. Goodman, Clement, Curtis & Co.

### INDIANA.

Templeton, Ind., Aug. 7.—Threshing has been somewhat delayed by a much-needed rain. Wheat is yielding 20-30 bus. per acre.—E. H. Stembel, mgr., Kennedy Bros.

Teegarden, Ind., July 28.—Threshing is about three-fourths finished; yield disappointing and quality poor. Oats are short; little can be shipped from this point. Corn is fair, but much depends upon rain within the next few days.—Miller & Roelke.

### IOWA.

Modale, Ia., July 30.—Wheat is of poor quality and is not yielding much.—R. C. Hartsock, mgr., Modale Farmers Elvtr. Co.

Buck Grove, Ia., July 26.—Wheat very poor, with threshing just beginning. Oats and barley fair. Corn in excellent condition, but will need rain soon.—H. G. Scott.

Sioux City, Ia., Aug. 7.—Wheat harvest is now about complete. Threshing returns show the harvest to be about two-thirds of the regular crop, in some districts not over a half-crop. Test is light. Oats, however, are turning out much better than was anticipated a few weeks ago. Returns indicate a yield of 35 to 50 bus. per acre, testing 28 to 33 lbs. Corn is excellent and is maturing rapidly. Excessive hot weather has done a little damage in some parts of the territory. On the whole a large crop of good quality corn is expected.—F. R. Warrick, mgr., Terminal Grain Corporation.

Des Moines, Ia.—The average condition of Iowa corn is 93, or 5% better than the average

of the last 10 years. The crop has been benefited by the needed rains of the past week and the ensuing cooler weather. Upland corn and late lowland corn had suffered most. The best conditions are in the Mississippi river counties, where the average is 100 to 106%. Winter wheat yields average 18.5 bus. per acre, or 2.4 bus. below the 10-year average; weight is considerably below standard. Spring wheat is reported to average 10.2 bus., 5.7 below the 10-year average, and of such poor quality that much cannot be milled. Oats, 33.3 bus., 3.3 below the normal; barley, 24.9; rye, 16 bus. Charles D. Reed, Ia. Weather & Crop service.

### KANSAS.

Cawker City, Kan., Aug. 8.—Average wheat test is 56 or 57. Corn is suffering for lack of rain.—H. W. Fargett.

Attica, Kan., July 27.—Nearly all wheat here grades 4; making 7 to 16 bus. per acre.—John P. Charles, mgr., Attica Farmers Union Co-Operative Ass'n.

Falun, Kan., Aug. 1.—The wheat yield was disappointing, averaging only about 13 bus. However, due to dry weather during harvest and threshing, the quality is very good, testing from 52 to 60. The farmers are holding up their wheat for better prices. Corn is badly in need of rain.—G. A. Forsse.

Hutchinson, Kan., Aug. 9.—Threshing of the Kansas wheat crop is progressing favorably, altho somewhat slowly in some localities. The crop for the state will aggregate about 150,000,000 bus. Much of this will grade below No. 3, and little of it will grade better than No. 2. In practically every section corn, kafir and milo are holding their own, altho these crops all need rain. Wherever oats, barley and rye were grown the crops are good, but much of it will be consumed locally for feeding purposes.—Cal.

Hutchinson, Kan., Aug. 9.—Farmers in the western part of Kansas are holding a large percentage of their wheat. At many country stations the receipts have fallen almost to nothing, and on the whole it seems safe to assume that not less than half of the crop will be held on the farms for sale during the winter and spring. The farmers are keeping this wheat because they do not feel that present prices are high enuf. Of course the farmer always is bullish, but this year he insists that he cannot produce the wheat and place it on the market profitably at prices lower than those now obtaining. He feels, also, that prices of other commodities and the value of the dollar warrant higher prices for wheat. Many of them say they will not sell until they can get more money for the grain.—Cal.

Topeka, Kan., July 25.—This year's Kansas winter wheat crop is now estimated at 156,999,200 bus., or an average of 13.7 bus. per acre. Altho the decline below the pre-harvest estimate of 19.3 bus. per acre is keenly disappointing, the year's crop is the second largest in the state's history, the 1914 output of 180 million bus. only exceeding it. The chief reasons advanced for the failure of the wheat to fill properly are: sudden high temperatures a week or two weeks before harvest; imperfect fertilization, due to the washing off of pollen by the heavy rains; too much rain, wet ground, lodging, rust and grasshoppers were also contributing factors. Threshing is general throughout the state, with the exception of a few counties in the northwestern portion, where harvest was not completed at time of canvass. It is the opinion of correspondents that less than 6% of the year's crop will grade as No. 1, that 27% will grade as No. 2; 38% as No. 3; 20.5% as No. 4; 5.6% as No. 5, and 3% as "Sample" or no grade. The larger quantities of grain of the best quality are in the southeastern counties, noted for their production of soft wheat. Indications are that wheat will be largely sold direct from the thresher. The state's general corn condition averages 79.7, based on "100" representing a satisfactory situation. The areas of good corn prospects are quite irregular and variant. The ground is too dry in the central part of the state, but elsewhere conditions are favorable to growth. Fields are reported clean on the western two-thirds of the state; elsewhere they are mostly weedy. Oats and barley were also affected by the hot wave, but not so seriously as was wheat. The expected yields are: oats, 30.3 bus. per acre, a total of 49,776,000; total barley, 14,555,000. There has been a marked decrease in the broom corn acreage, only 25,000 acres being planted this year, with a reported average growing condition of 69.3%.—J. C. Mohler, sec'y, Kansas State Board of Agriculture.



La Crosse, Kan., Aug. 7.—Rush County wheat will average 12 to 14 bus. to the acre; testing very light.—J. G. Burress, mgr., Kansas Flour Mills Co.

## MICHIGAN.

Vermontville, Mich., Aug. 8.—Wheat about here is much the same as usual; average, about 23 bu. per acre. Oats rather a short crop. Rye good quality, but farmers are holding it for the present.—C. A. Anderson & Son.

## MINNESOTA.

Evan, Minn., Aug. 6.—More than half the wheat crop around here will not be threshed. Wm. G. Nelson, mgr., Evan Elvtr. Co.

Le Sueur Center, Minn., Aug. 6.—The crops in this section are going to be fair and average. Winter wheat yield is 16 to 24 bus., average test about 57. Spring wheat will be light and of good color, altho little has been threshed yet.—A. O. Radke.

Chandler, Minn., Aug. 6.—First oats of season test 22½ lbs.; are dry and bright, but of very light weight. As the threshing has not been finished on any one field, we do not know the yield per acre, but it is estimated at 35 bus.—Chandler Farmers Elvtr. Co.

Minneapolis, Minn., Aug. 6.—The harvesting of small grain is now becoming general in North Dakota, and is about completed in South Dakota and the southern half of Minnesota. Grasshoppers are a big menace to the crops of North Dakota. Recent rains have delayed harvesting to some extent. Only a small percentage of the wheat threshed will grade above No. 3. Much of it is of such light weight that it will be used for feed. The early returns show wheat is threshing from 5 to 12 bus. to the acre. Owing to the spotted condition of the crop, it is impossible to accurately estimate it, but from a careful survey, indications are that the Spring wheat crop in Minnesota, North and South Dakota will run from 130,000,000 to 140,000,000 bus. The Government estimate for these three states last year was about 249,000,000. Some barley and oats have been threshed in the southern territory, reporting 20 to 30 bus. per acre. Some oats in North Dakota are being cut green as hay, in order to save them from the grasshoppers. Rye has been running between 5 and 12 bus. per acre, with a few exceptional averages of 20 bus.—Van Dusen-Harrington Co.

## MISSOURI.

California, Mo., Aug. 7.—Threshing is progressing rather slowly as there is so much down wheat and the straw very heavy. Wheat is testing around 56; very little No. 1. Corn is needing rain very badly.—W. S. Nicholson Grain Co. of Kansas City.

Jefferson City, Mo., Aug. 10.—All Missouri grain crops lost in prospect during July, the estimate of wheat production shrinking 7,881,500 bus. Wheat yield per acre is 13.5 bus., totaling 56,936,250, against 52,873,000 bus. last year. The average yield in 1918 was 17.2 bus. and the 10-year average 13.7. The quality of the grain is 86% against 94% last year, and 89 for a 10-year average. Yields in most sections are under earlier expectations. The quality at first was very poor from excess moisture, but improved by dry weather. Threshing is held back by lack of cars and thrasher equipment. Spring wheat very disappointing. Oats yield 28 bus. per acre against 29 last year and 26 for the 10-year average. Indicated yield 39,684,960 against 44,196,000 in 1918. The quality is 88%, the same as last year, and 85% for the 10-year average. The crop was cut short in the north by hot weather following excessive rains. About the usual portion of last year's crop is on farms, 3% or 1,325,880 bus. The August condition of corn is 74%, indicating 26.3 bus. per acre, a total of 151,210,000 bus.; condition August, 1918, of 72% and 76% for 10-year average; total yield for 1918, 133,860,000 bushels. Excessive rains early in the season, followed by drouth of three to five weeks has hurt the crop severely. The greatest damage has been on thin uplands, and in the south central Ozarks, also a few counties north and west of St. Louis. Recent rains have relieved the drouth situation in the north and northeast. Fifteen to 20% of the corn was planted late and drouth conditions on this portion are not so damaging. Central Missouri will raise much more corn than last year and for the state at large the crop is more promising than last August. General crop conditions are not as good as July 1 but better than last August.—E. A. Logan and Jewell Mayes, U. S. Bureau Crop Estimates and State Board of Agriculture.

## MONTANA.

Lewistown, Mont., Aug. 8.—While Montana has been hurt severely by the drouth this season, winter wheat is turning out from 3 to 15 bus. per acre in the Judith Basin. Quality is fine; weight from 60 to 63 lbs. per bu.—P. F. Brown, P. F. Brown Co.

Ronan, Mont.—In the lower Flathead valley of western Mont. the condition of winter wheat in July was 45%; spring wheat 25%; indicating a total yield of 800,000 bus. Threshing of winter wheat is now in progress; milling quality extra fine; will grade Nos. 1 and 2 Dark Winter Wheat. Elvtrs. are bidding \$2.13 for basic grade wheat.—Stanley Searce.

## NEBRASKA.

Thompson, Neb., July 26.—Wheat is testing from 53 to 60, with most of it between 56 and 59.—A. E. Diggs, mgr., Farmers Co-operative Ass'n.

Ogallala, Neb., July 26.—Wheat is of good quality; more wheat than ever before. Corn good.—Forest L. Blaufus, mgr., Farmers Union Elvtr. Co.

Hastings, Neb., Aug. 6.—The movement of grain here is very slow; yield and quality poor, from 5 to 15 bus. per acre. Corn is in good shape, but can not do long without rain.—Theo Schultz, agt., Updike Grain Co.

Bristow, Neb., Aug. 2.—Wheat crop is almost a failure; what little there is of very poor quality. The crop of oats and the prospects for corn are good. Only hail can injure the corn now.—J. A. Pasek, agt., Trans Mississippi Grain Co.

Omaha, Neb., July 31.—The southern half of Neb. and southwestern Ia. need rain at the present time for corn, but so far little damage has been done.—C. N. O.

Harvard, Neb., Aug. 6.—Threshing returns in this vicinity indicate that winter wheat will not average more than 9 bus. per acre. It is light in test, and very few samples will grade above No. 5. No appreciable amount is being reserved on the farms.—R. Thompson.

Tarnov, Neb., Aug. 7.—Wheat very poor quality. Oats fairly good. Corn was damaged some by the dry winds. We need rain at present.—F. W. Kusek, mgr., Farmers Elvtr. Co.

Bruning, Neb., Aug. 9.—Wheat in this territory is rather a light crop, yielding 7 to 15 bus. to the acre. Have had little rain here since June. Corn is going backward every day.—M. A. Osborn.

## NORTH DAKOTA.

Bathgate, N. D., Aug. 8.—Crop conditions indicate poor quality and much reduced yield.—J. O. Mahoney.

Chama, N. D., Aug. 1.—Crop conditions are poor.—E. D. Evans, mgr., Farmers Co-operative Elvtr. Co.

Hebron, N. D., Aug. 8.—Crop conditions are very poor here; wheat will make about two bus. of 55-lb. per acre. Feed will have to be shipped in.—F. H. Dettloff, mgr., Occident Elvtr. Co.

## OKLAHOMA.

Oklahoma City, Okla., Aug. 6.—The preliminary estimate on the yield of winter wheat is 14 bus. per acre, or for Oklahoma 50,204,000 bus., which is a reduction of 7,360,000 bus. from the estimate of July 1. The leaf and stem rust infestation was probably as heavy as ever known in this section. In spite of the disappointment of the past month, the 1919 crop will be the heaviest Oklahoma has ever raised. The condition of corn fell from 95% to 76% during the month of July, as against a 10-year aver-

## Government Crop Report.

Washington, D. C., Aug. 8.—The crop reporting board of the bureau of crop estimates makes the following estimates:

Crop.	Condition		Total production		Yield
	Aug. 1, 1919.	Aug. 1, 1918.	Aug. 1, 1919.	Aug. 1, 1918.	
Rye	88.2	88.6	16.1	17.2	12.9
Buckwheat	52.7	70.6	10.2	14.7	5.5
Flax	90.4	85.7	43.4	40.4	39.8
Hay, tons	91.0	82.3	11.1	90.4	1.53

## WINTER WHEAT.

State.	Total production		Yield	
	1919.	1918.	1919.	1918.
New York	10,428	6,840	22.0	20.8
Pennsylvania	28,770	24,718	17.5	17.3
Maryland	10,962	11,346	13.5	16.2
Virginia	15,100	15,600	11.5	12.7
N. Carolina	8,628	7,105	8.5	10.2
Ohio	49,756	43,225	19.1	16.7
Indiana	42,930	49,286	15.0	15.8
Illinois	54,723	54,266	17.0	16.4
Michigan	19,246	10,010	19.5	17.0
Iowa	12,699	6,150	17.0	20.8
Missouri	56,943	52,873	13.5	14.4
Nebraska	49,000	33,478	14.0	16.7
Kansas	144,807	101,760	13.0	13.9
Kentucky	11,506	12,129	11.0	12.2
Tennessee	7,164	7,500	9.0	11.1
Texas	33,759	8,920	16.5	12.0
Oklahoma	50,204	32,899	14.0	12.4
Montana	3,702	8,184	5.5	23.3
Colorado	12,510	7,095	15.0	22.7
Utah	1,968	2,656	12.0	21.2
Idaho	5,994	6,556	18.5	26.1
Washington	23,088	9,424	24.0	25.4
Oregon	17,600	10,795	22.0	21.3
California	13,348	7,590	16.5	16.5
United States	715,301	558,449	14.6	15.8

## SPRING WHEAT.

State.	Forecast 1919.*		Dec. estimate.	
	Condition From Aug. 1, 1919.	Condition From Aug. 1, 1918.	5-Yr. aver.	1913-17.
Minn.	56	38,944	78,330	50,331
N. D.	53	58,454	101,010	81,548
S. D.	55	32,570	69,350	38,065
Mont.	20	7,590	17,250	12,421
Wash.	64	23,508	17,005	18,110
U. S.	53.9	225,080	358,651	235,444

The amount of oats remaining on farms Aug. 1 is estimated at 6 per cent of last year's crop, or about 92,508,000 bus., as compared with 81,424,000 bus. on Aug. 1, 1918, and 76,710,000 bus.,

the average of stocks on Aug. 1 for the five years 1913-1917.

## CORN.

State.	Forecast 1919.*		Dec. estimate.	
	Condition From Aug. 1, 1919.	Condition From Aug. 1, 1918.	5-Yr. aver.	1913-17.
Ia.	96	68,924	62,400	59,146
Va.	90	51,300	56,000	53,384
N. C.	85	62,442	64,365	56,046
Georgia	82	67,187	68,850	63,595
Ohio	86	143,445	133,200	141,203
Indiana	76	163,221	169,554	180,420
Illinois	76	284,708	351,450	335,037
Michigan	83	57,381	48,300	51,622
Wis.	92	70,325	69,538	56,110
Minn.	90	108,256	110,000	86,060
Iowa	87	373,622	375,624	360,750
Missouri	74	151,210	133,360	110,565
S. D.	86	99,127	108,188	83,489
Neb.	81	174,830	123,086	188,596
Kan.	69	81,421	83,523	98,445
Kentucky	73	83,097	93,600	96,250
Tenn.	74	74,255	84,000	84,925
Alabama	78	70,153	67,686	60,432
Miss.	69	61,341	66,300	62,788
Louisiana	75	34,888	29,600	40,543
Texas	100	186,576	69,000	131,990
Okla.	76	65,713	24,375	60,165
Ark.	65	46,042	35,160	52,087
U. S.	81.7	2,883,378	2,582,814	2,749,349

## BARLEY.

State.	Forecast 1919.*		Dec. estimate.	
	Condition From Aug. 1, 1919.	Condition From Aug. 1, 1918.	5-Yr. aver.	1913-17.
Wis.	76	14,703	25,383	18,645
Minn.	72	27,821	43,400	33,034
Iowa	80	8,294	11,340	9,417
N. D.	57	25,624	37,281	29,945
S. D.	78	28,670	41,300	22,105
Kan.	88	16,361	6,040	5,639
Colo.	75	4,933	4,928	4,440
Idaho	61	4,000	4,900	6,962
Wash.	76	4,457	2,630	6,679
Ore.	80	4,773	4,450	4,642
Cal.	82	31,536	34,320	37,424
U. S.	73.6	203,525	256,375	199,212

\*In thousands of bushels.—I. e., 000 omitted.



age of 56%. The present forecast indicates a crop of 65,713,000 bus. Much of the corn will be damaged in quality. Even with this reduction in prospect, the state will raise on reduced acreage almost as much corn as it did in 1918 and 1917 combined.—J. E. Woodworth, field agt., Bureau of Crop Estimates.

#### SOUTH DAKOTA.

Conde, S. D., Aug. 8.—Threshing is nearly over; another week of good weather will clean it up. Wheat is running from 5 to 17 bus. per acre.—E. Geist, mgr., Farmers Elevator Co.

Gayville, S. D., Aug. 6.—If we do not get rain here very soon we shall have only a two-thirds crop of corn. Wheat has been very poor, running between 5 and 7 bus. per acre and testing 40 to 50 lbs.—Peter N. Rask, mgr., Farmers Union Co-operative Elevator Co.

Brookings, S. D., July 31.—Between Brookings and the Minnesota line, wheat is generally affected by blight and black rust; about one half crop yield is expected; threshing not yet begun. Corn looks fine and full crop is expected. Small grains are in same general condition as wheat. Hay and grasses now being cut and all look fine. Brookings county has had more rain than was needed.—E. B. L.

#### TEXAS.

Glen Rose, Tex., July 28.—Much of the grain has been damaged and it is a hard matter to get any grain dry enough for storage on account of the rain.—A. J. Price.

McKinney, Tex., July 24.—Prior to the rains of last week, half of the oats were badly stained; the rest were stained, but would go No. 3. Oats are sprouting in the shock. At this station last season, up to the time corresponding, we had received 60,000 bus. of oats; now we have received 17,000 bus., and will not get 16,000 bus. more this season. Wheat test is low. Corn is as fine as can be.—Harrison & Co.

Chicago, Ill., Aug. 4.—In the Panhandle a big crop of small grain is assured. Other crops are growing well and prospects are fine. Wheat and oats have all been cut and shocked. The weather has been generally fair and warm. The wheat yield is estimated at 15-18 bus. per acre. In the eastern central and northern sections the yield is averaging about 15 bus. to the acre, with the yield of oats only slightly lower than was expected. Corn has suffered in this region from excessive rains and lack of cultivation, but still promises to be the best in years. In the western central and northwestern sections the biggest crops of wheat and oats ever produced is expected. The corn crop is excellent. In the southern and southeastern sections, conditions are very similar to those in the north. Corn and other grains are in good condition.—S. H. Johnson, Freight Traffic Mgr., Rock Island Lines.

#### Crops in France.

Conditions of the various crops in France have unfortunately not improved since my last market report, writes A. Ravaud, of Paris. On the contrary, owing to the continual drought, the plants have suffered, especially the spring crop, and notwithstanding the recent rains, the outlook is still unfavorable.

In a statement published by the Journal Officiel the situation of crops on May 1 was shown in a comparative table for 1919 and 1918, in acreage, as follows: winter wheat, 1919, 10,985,151—1918, 11,231,594; spring wheat, 1919, 791,814—1918, 695,770; meteil, 1919, 211,353—1918, 214,985; rye, 1919, 1,862,122—1918, 1,942,371; barley, 1919, 1,193,911—1918, 1,396,269; oats, 1919, 6,846,775—1918, 7,227,497. The state of crops on the basis of 100, very good; 80, good; 60, fairly good; 50, passable; on a comparative estimate between 1919 and 1918 was reported as follows: winter wheat, 1919, 63—1918, 74; spring wheat, 1919, 62—1918, 71; meteil, 1919, 70—1918, 64; rye, 1919, 66—1918, 63; winter barley, 66—1918, 72; spring barley, 1919, 64—1918, 72; winter oats, 1919, 64—1918, 72; spring oats, 1919, 65—1918, 72.

The above figures show that the acreage is ever so much inferior to the one of last year, which constitutes already a serious drawback, but still worse, the general condition of the plants is by far less promising than

the previous year. This may be attributed to the excessive moisture of last winter. Lack of rain now has made the situation still worse. Private estimates conclude that we shall have to import something like 129,000,000 bus. of wheat.

It is generally believed that wheat and flour will still be imported and controlled by the government, but other cereals are now free, and a new decree has been issued permitting the import of cereals, except wheat, meslin, and also wheat flour. The pre-war duties on cereals have been reestablished, but it is that that the maximum price will still be applied.

These prices have been fixed for the coming crop, as follows, per 100 kilos taken on the farm: wheat, fcs. 73; rye, fcs. 53; oats, fcs. 53; maize, fcs. 53; barley, fcs. 53. The import duties, by the 100 kilos, are: wheat, fcs. 7; flour, fcs. 11 to 16; rye, fcs. 3; oats, fcs. 3; maize, fcs. 3; barley, fcs. 3. [One franc is equal to 19.3c and a kilo is 2.2 lbs.]

If maximum prices are maintained, imports will be very difficult, as for instance, this price for domestic oats is fixed at fcs. 53; but up till now there is a belief that the above price will not be applied to foreign oats. In many quarters it is that that all those maximum prices will disappear with the next crop; as a fact, some No. 2 white clipped oats, 38 lbs. and 36 lbs. have been bot for July and August shipment from fcs. 58 to fcs. 61 (according to quality and time of shipment) per 100 kilos c. i. f. Havre. The net cost price, including the railroad charges of 7 fcs. 50, without any profit to the importer, is from fcs. 65.50 to 68.50, which means a much higher price than the one fixed for domestic oats.

ACREAGE in wheat, rye, and oats is greater in Spain this year than last, and acreage in barley is less.

MILLERS in the CHICAGO zone, which includes six of the central western states and northern Missouri, met in Chicago August 2, to complete the formation of the Millers Export Ass'n. It is a Delaware corporation, capitalized for \$1,030,000.

NEW ORLEANS RICE interests have been allowed the milling in transit rate for which they have contended since a similar rate had been applied to points west of the Mississippi. Freight rate authority 10.139 in effect July 2 provides that rice may be shipped to New Orleans mills and reshipped to its final destination at the same rate as if shipped direct.

#### Exports of Grain Weekly.

Bus., 000 Omitted.

	Wheat.	Corn.	Oats.
	'18-'19.	'17-'18.	'18-'19.
Jan. 4....	3,600	2,191	61
Jan. 11....	4,404	1,805	104
Jan. 18....	5,013	2,109	119
Jan. 25....	3,661	1,683	113
Feb. 1....	1,884	1,568	28
Feb. 8....	2,947	1,037	418
Feb. 15....	5,684	950	120
Feb. 22....	3,209	875	37
Mar. 1....	3,914	1,232	119
Mar. 8....	1,543	1,172	59
Mar. 15....	2,152	844	17
Mar. 22....	3,840	855	253
Mar. 29....	6,278	1,157	11
Apr. 5....	5,172	1,251	132
Apr. 12....	5,765	994	37
Apr. 19....	6,326	910	24
Apr. 26....	7,401	1,278	62
May 3....	5,865	719	53
May 10....	7,512	1,450	113
May 17....	7,984	1,027	57
May 24....	4,144	588	146
May 31....	4,228	493	170
June 7....	7,324	820	267
June 14....	6,079	435	83
June 21....	5,945	340	112
June 28....	3,537	324	120
July 5....	1,504	539	20
July 12....	3,551	382	23
July 19....	3,393	144	93
July 26....	1,112	413	45
Aug. 2....	3,067	543	9
Total, since			
July 1, '18.	210,502	125,918	9,619
July 1, '19.	34,698	101,147	139,686

#### Wheat Movement in July.

Receipts and shipments of wheat at the various markets during July, compared with July, 1918, were as follows:

	Receipts	Shipments
	1919.	1918.
Baltimore	2,169,176	1,195,460
Chicago	9,377,000	6,596,000
Cincinnati	1,572,247	1,411,475
Indianapolis	2,850,000	2,303,750
Omaha	3,092,400	2,904,000
Philadelphia	920,994	719,890
St. Louis	8,277,964	8,613,101
Wichita	3,538,800	3,634,400
New Orleans	.....	.....
Galveston	.....	.....
Toledo	1,628,060	1,119,200
Winnipeg	2,744,005	1,019,200
Milwaukee	190,289	94,900

#### Corn Movement in July.

Receipts and shipments of corn at the various markets during July, compared with July, 1918, were as follows:

	Receipts	Shipments
	1919.	1918.
Baltimore	105,602	175,736
Chicago	4,887,000	10,007,000
Cincinnati	195,800	328,900
Indianapolis	1,052,500	1,043,750
Omaha	1,855,600	2,723,000
Philadelphia	49,281	57,941
Galveston	.....	.....
St. Louis	1,078,978	1,487,558
Wichita	10,000	90,000
New Orleans	.....	.....
Toledo	58,450	211,500
Milwaukee	621,260	930,900
Little Rock	126,000	102,000

#### Oats Movement in July.

Receipts and shipments of oats at the various markets during July, compared with July, 1918, were as follows:

	Receipts	Shipments
	1919.	1918.
Baltimore	232,906	1,600,076
Chicago	11,012,000	13,521,000
Cincinnati	281,600	201,600
Indianapolis	626,250	1,069,200
Omaha	1,214,000	1,218,000
Philadelphia	1,345,512	1,130,357
St. Louis	2,464,000	2,847,125
Wichita	8,000	37,400
New Orleans	.....	.....
Toledo	400,306	244,600
Winnipeg	2,400,900	1,439,100
Milwaukee	2,614,420	2,990,520
Little Rock	286,000	222,000

#### Barley Movement in July.

Receipts and shipments of barley during the month at the various markets, compared with July, 1918, were as follows:

	Receipts	Shipments
	1919.	1918.
Baltimore	1,351,754	18,973
Chicago	2,810,000	475,000
Cincinnati	25,000	.....
Omaha	167,400	18,000
Philadelphia	274,174	3,750
Galveston	.....	.....
St. Louis	92,800	11,223
New Orleans	.....	.....
Toledo	3,600	.....
Winnipeg	1,487,200	200,200
Milwaukee	1,500,580	126,990

#### Rye Movement in July.

Receipts and shipments of rye at the various markets for the month of July, compared with July, 1918, were as follows:

	Receipts	Shipments
	1919.	1918.
Baltimore	725,233	54,720
Chicago	467,000	171,000
Cincinnati	11,000	25,300
Indianapolis	45,000	91,250
Omaha	105,600	20,900
Philadelphia	91,618	15,075
St. Louis	55,544	25,717
Wichita	.....	.....
Toledo	52,500	7,800
Winnipeg	72,000	2,000
Milwaukee	161,310	22,950

WORLD'S SUPPLY has not caught up with demand. When it does catch up and increases to a point where it exceeds the demand, then prices will begin to decline. A large supply would be too unwieldy for the profiteers. They would be obliged to seek shelter to avoid being crushed by the slow moving, but irresistible glacier. Increased production, greater efficiency and economy are the real cures for the aeroplane cost of living.—C. A. King & Co.



# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## ILLINOIS.

Chicago, Ill., July 28.—A car of new No. 3 barley was received by Lamson Bros. & Co. today from Illinois, the first on the crop. It sold at \$1.42.

Chicago, Ill., Aug. 6.—July grain loadings in the central western region were 57,706 cars, compared with 58,842 during July, 1918, a decrease of 1.9%.

Chicago, Ill., Aug. 5.—Wheat receipts from farms, 51,665,000 bus. for the week ending July 25, against 40,283,000 for the corresponding week a year ago; for the previous week, 33,793,000 bus., against 32,516,000 for previous week a year ago. From June 27 to July 25, wheat receipts from farms were 107,939,000 bus., against 105,432,000 for period from June 27 to July 25 a year ago. Total stocks of wheat in all elevators and mills, 80,638,000 bus., against 64,544,000 bus. a year ago.—Howard B. Jackson, 2nd vice-pres., U. S. Grain Corporation.

## INDIANA.

Centerville, Ind.—The Farmers Co-operative Co. shipped its first carload of grain to the New York market July 18.

## KANSAS.

Galatia, Kan., July 28.—Wheat is just commencing to move, favored by the dry weather.—H. M. Stover.

St. Paul, Minn., July 29.—The first car of new wheat on the market here brought \$2.70 a bu., 47c above the government guaranteed price.

La Crosse, Kan., Aug. 7.—Grain is moving very slowly here on account of the lack of a sufficient number of threshing machines. If more machines are not shipped in soon, the wheat crop can not possibly all be threshed this fall.—J. G. Burress, mgr., Kansas Flour Mills Co.

## MINNESOTA.

Le Sueur Center, Minn., Aug. 6.—I had the first car of new winter wheat on the market from Minnesota; shipped July 19.—O. A. Radke.

Minneapolis, Minn., Aug. 2.—The Marfield Grain Co. received the first two cars of new spring wheat. One car tested 56½ lbs. and graded No. 3 on account of weight and blight damage. The damage was estimated at 7%. The wheat contained 13.7% moisture and sold at \$2.70 to the Washburn-Crosby Co.

## NEBRASKA.

Marion, Neb., Aug. 9.—Grain is moving rapidly here; three carloads shipped out yesterday.—Fred J. Dean, mgr., Marion Equity Union.

## SOUTH DAKOTA.

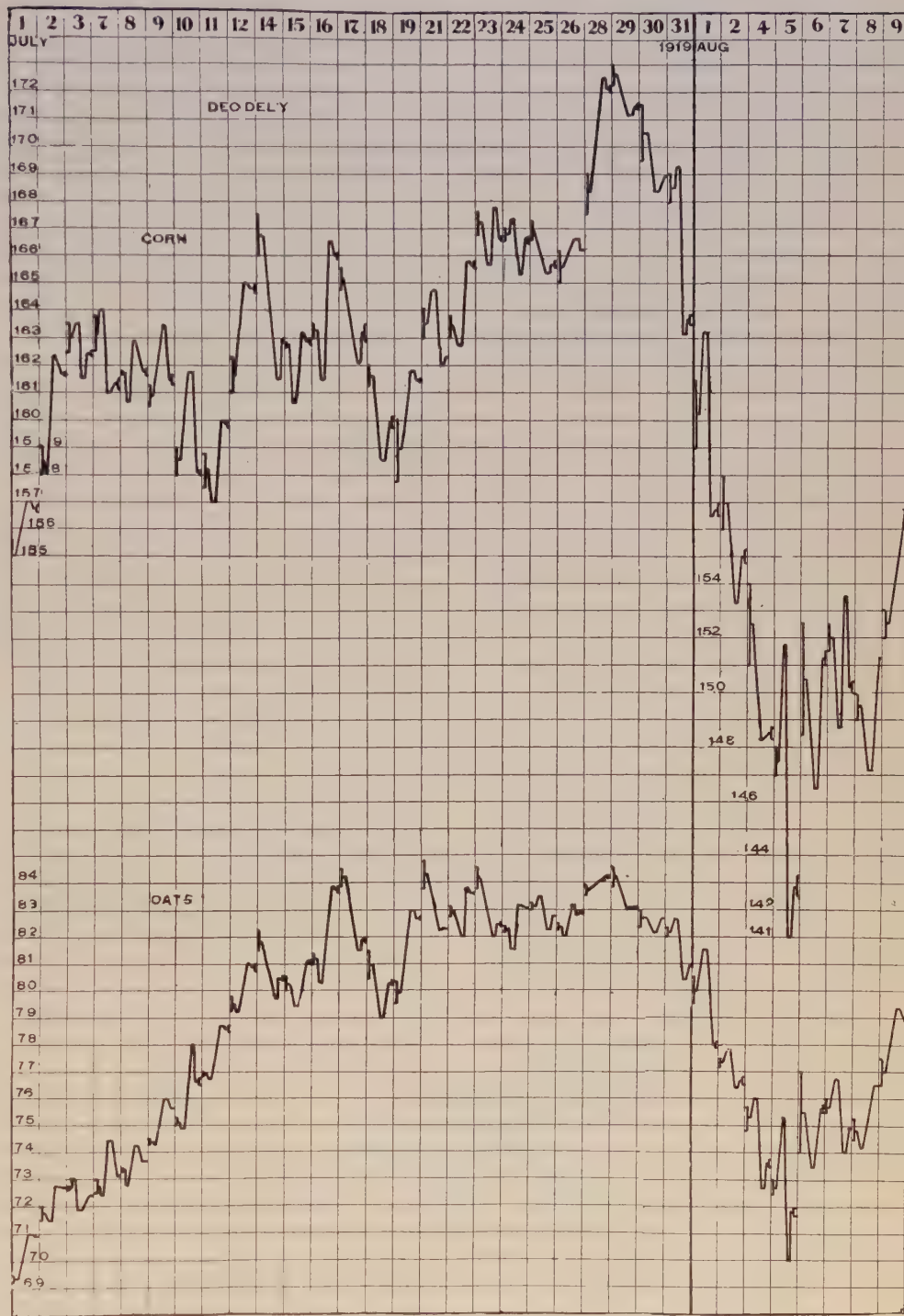
Pierpont, S. D., Aug. 9.—I have had a good run of old grain during the past week.—O. B. Light.

## TEXAS.

Plainview, Tex., Aug. 1.—Seventy-five cars of wheat, averaging 1250 bus. each, have been shipped from here since harvest began, about a month ago. It is estimated that about 136,000 bus. of wheat have been marketed here this season, counting what is now in the elevators. The amount marketed represents about 12% of the total yield in Hale County.

THE FINAL FORECAST of the wheat crop of the Punjab for the year 1918-1919 (ending Sept. 30), which has been issued by the Department of Agriculture, shows the total yield in the British districts to be estimated at 2,509,191 tons, 14 per cent below the average of the past 10 years. The total yield in the Native States is estimated at 276,234 tons. In order to conserve stocks of food grains, no purchase of wheat for export overseas to destinations other than Mesopotamia are being authorized.

Opening, High, Low and Close at Chicago Since July 1.



## Daily Closing Prices.

The daily closing prices for oats and corn for September delivery at the following markets for the past two weeks have been as follows:

### SEPTEMBER OATS.

	July 25.	July 26.	July 28.	July 29.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	80	80½	81½	80½	80	78½	75½	73½	70¾	69	72½	72½	74	75½
Minneapolis	77½	77½	78½	77½	77½	75½	73	70¾	68½	65½	69½	69	70½	72½
St. Louis	80¾	81½	82½	81½	81½	78½	76	75½	72¾	70½	74½	73¾	75½	78½
†Kansas City	79½	79½	80½	79½	79½	77½	75	73½	70½	68½	72½	72½	74½	75½
Milwaukee	80	80½	81½	80½	80	78½	76	73¾	70¾	69½	72½	72½	74½	76
*Winnipeg	88½	88½	90½	90½	90½	85½	86½	83½	....	80	83½	83½	85½	87½

### SEPTEMBER CORN.

	July 25.	July 26.	July 28.	July 29.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	195½	195½	197½	196½	195½	193½	139½	185	179	174	181½	186	189½	194
St. Louis	196½	196½	199½	198½	196½	194½	189¾	184¾	179¾	174¾	182½	186	190½	196¾
Kansas City	195½	195½	198½	197½	196½	193¾	187½	184	177½	171	179½	183½	186	192½
Milwaukee	195½	195½	197½	196½	195½	193¾	189¾	185½	179¾	175	181½	....	....	194½

### OCTOBER WHEAT.

	July 25.	July 26.	July 28.	July 29.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Winnipeg	239	240	245½	....	....	....	....	....	....	....	....	....	....	....

\*October delivery.

†Dec. delivery after Aug. 7.



## A Telephone Hint.

BY CAL.

As much of the grain trading of the country is done by telephone, it naturally follows that anything which tends to make telephone conversations more difficult for either party to understand has a direct effect in slowing up trading. Many misunderstandings are also traceable to failure to hear exactly what the other man says when the deal is being made by 'phone.

The transmitter of the telephone instrument is actuated by the batteries connected with that instrument. The relative strength of these batteries determines the strength of the vibrations that are sent out over the wires when the voice is directed into the transmitter mouthpiece. For this reason, failure of one party to hear the other distinctly is frequently due to the fact that the batteries in the speaker's telephone are weak. The substitution of new cells will cure the whole trouble in many cases.

A case which recently came under observation proves conclusively the truth of the above statements. The two parties talked practically every day, and the terminal market man had considerable difficulty in hearing what the man in the country said, altho conversations with shippers in nearby stations were uniformly satisfactory. After this had gone on for several days the receiver suggested to the shipper that he have new batteries put into his telephone, and when this was done his voice sounded several times as loud and he could be plainly heard.

Grain dealers who have difficulty in making the man at the other end of the line understand what they say can usually overcome this objectionable feature by asking their telephone company to install new cells, or by doing it themselves.

## Eliminating Weevil in Australia.

The problem of preventing and getting rid of weevil in Australian wheat has been solved as a result of the investigation of Professor H. Maxwell-Lefroy working under the Wheat Commission. The damage done by this pest during the war was becoming a matter of grave concern.

The investigation included the cleaning of infected grain and the prevention of infection. It was found that weevil were generally found in defective stacks where there was moisture. Breeding began in spilled wheat and afterwards the insect found its way into the sacks which were piled in the open. At Enfield, near Sydney, there were 2,000,000 bags of wheat practically in the open in a damp climate. The bags were piled on railway sleepers and just roofed over with corrugated iron. Grain escaped in various ways, the damp ground providing splendid places for the weevil to breed and a ready means of access from a contaminated to a new dump. The natural sagging of the dumps together with the depredations of mice caused the roof to fall so that the rain could enter.

The sleepers were arranged to give ventilation; then a mixture of naphthaline and earth was put down so that the weevil could not breed even if wheat were spilled. The roof was put up on poles before the wheat was stacked and after the sacks had been put in, the sides were closed with cloth.

The matter of cleaning the old infected grain was more difficult but it was finally found that grain could be subjected to a temperature of 158° without injury and that a temperature of 145° applied for three minutes killed animal life. One machine of the type now being used destroys the insects and cleans 20,000 bus. a day.

SOME POLITICIANS are unfair. They talk as if five cent bread would cure the high cost of living. They deceive the innocent and increase the discontent.—C. A. King & Co.

## Blanket and Individual Permits for Shipping Grain.

The following regulations have been issued by the director general of railroads concerning the loading and shipping of grain on all lines, effective Aug. 1. Blanket permits will be issued to all railroads leading from country stations to primary markets. A railroad not reaching a primary market will make application to Grain Control Com'te for permits, showing routing desired, and the road delivering to the primary market will have its allotment of cars adjusted accordingly. Copies of such permits will be transmitted to line over which the shipments are routed to primary markets as authority for acceptance and movement. The Grain Control Com'te will exercise its best judgment to secure equitable loading between the roads.

Individual permits will be issued: (1) for all shipments between primary markets, (2) from primary markets to seaports, and (3) for all grain shipments from country stations to seaports, whether domestic or export. These ports include Buffalo, Boston, Portland, Me., New York, Philadelphia, Baltimore, Norfolk, Newport News, New Orleans, and Galveston. To all these points except Buffalo, where a Grain Control Com'te will be organized, permits for shipment will be issued by the Traffic Control Manager at each. The time limit on permits between primary markets is five days. Permits are not transferrable, and must be used for the kind of grain specified.

Each road will maintain loading records and make daily reports by wire to Regional Director and Grain Control Com'te involved. These reports will show cars of different kinds of grain loaded for each market on blanket permit; cars of different kinds of grain loaded for each market on individual permit; number of cars of grain received from connections, separated by roads, for such markets. Grain Control Com'te will report daily to Regional Directors the number of cars allotted to each road under their jurisdiction; each road will carefully supervise its daily loading in order that cars in excess of number allowed may not be loaded.

The only phase of the individual permit system applying to the country shipper is where he ships to a seaport either for export or domestic sale.

The blanket permit covers all shipments from country points to primary markets, and will prove of great advantage to the country dealer. By the new system he is assured that his grain sent to primary markets will be handled quickly and that there will be no loss by demurrage, or spoiling grain due to congestion, delay in inspection or unloading of cars.

Grain control com'tes will be appointed in Duluth, Minneapolis, St. Louis and Omaha to administer control of grain movements in their respective territories. The market jurisdiction of the Minneapolis com'te will include St. Paul, Milwaukee, Chicago and Peoria; of the Omaha com'tes, Council Bluffs, Detroit, Toledo, Cleveland, Cincinnati, Indianapolis, Wichita and Fort Worth; the St. Louis com'te, East St. Louis, Kansas City and St. Joseph. The territory of the Duluth com'te will include Superior.

Each com'te will consist of three members, it was said, two representing the railroad administration and one the United States Grain Corporation's transportation division.

To ship grain to a primary market application should be made by shipper to local station agent. To ship grain to a seaport application should be made to traffic control manager at the terminal.

## Coming Conventions.

Aug. 16.—New York State Hay & Grain Dealers Ass'n at Syracuse, N. Y.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

## Determining Dockage.

Elsewhere than in the Northwest country grain buyers are finding the dockage system to be a great stumblingblock. Many dealers have vague ideas on determining dockage.

Bert Lang, vice pres. of the Grain Corporation, has sent out a bulletin on determining dockage, reprinting the instruction given in the Journal pages 1102 and 1103, June 25, on determining dockage in our article on "How to Grade Wheat."

This section is here reprinted.

**Method of Determining Dockage.** In determining dockage such sieve or sieves should be used as will remove the foreign material with the least possible loss of wheat, including small, plump, or badly shriveled kernels, or large pieces of broken kernels. As a general rule, the use of the fine seed sieve with round perforations one-twelfth inch in diameter, together with the scalper or the "wild-oat kicker," will be sufficient. However, if the sample contains an appreciable quantity of wild buckwheat, pigeon grass, or other seeds of a similar character, or foreign material which will not pass through the "fine seed" sieve, then the "buckwheat" sieve should be used. All material passing through the "buckwheat" sieve should be considered as dockage, except that whenever the screenings removed by this sieve consist of an appreciable quantity of small shriveled kernels, the material so removed should be rescreened over the same sieve. In the rescreening the material should be carefully deposited at one edge of the sieve, then while holding the sieve at an angle of 25 or 30 degrees the sieve should be tapped lightly until all the material has passed either to the opposite edge of the sieve or through the perforations. If operated properly, the material at the opposite edge of the sieve will consist mainly of wheat, and should be classed as wheat, and not as dockage. The material which passes through the sieve will consist mainly of wild buckwheat and other weed seed, together with a small percentage of shriveled kernels and small broken pieces of wheat, and these should be classed as dockage. In exceptional cases it may be necessary to repeat the rescreening in order to arrive at an equitable determination of the percentage of dockage.

The chess sieves should not be used unless the sample in question contains an appreciable quantity of chess. As a general rule, the chess sieves should likewise not be used until after the sample has been screened, either over the "fine seed" or the "buckwheat" sieve, as the sample may require. Whenever it is necessary to screen for chess, the "fine chess" sieve, with perforations 0.061 by three eighths inch, should be used except when the sample consists of wheat of large kernels mixed with large chess seeds. Large chess seeds in a sample of wheat consisting mainly of small kernels of wheat from which the chess cannot be separated readily should be considered as foreign material other than dockage and the sample handled and graded accordingly.

Whenever the "chess sieves" are used and the screenings consist of an appreciable quantity of small, shriveled, or split kernels, the material so removed should be rescreened over the same sieve, being manipulated as described for rescreening over the buckwheat sieve. In rescreening over the chess sieve the material should not be considered as dockage.

The dockage will, therefore, be represented by the coarse foreign material, in addition to the finer screenings obtained by hand sieving.

Since any foreign matter remaining in the wheat after the removal of dockage is considered as "foreign material other than dockage," in which capacity it directly affects the grade, great care should be used in sieving the samples.

## I Wonder

Why is a shingle roof permitted.

Why more elevator premises are not beautified.

When "Rat Day" will be generally observed.

If Burleson will enjoy "walking the plank."

Why more leaks in transit are not reported to the Journal.

When cutthroat leases for elevator sites will be thrown into the discard.

If Julius H. Barnes really relishes his job.

Why some of the preventive elevator fires aren't prevented.

Who will discover the real cause of grain dust explosions?

THE TRADING FLOOR of the Minneapolis Chamber of Commerce will be equipped with sound-proof telephones that were developed in the trenches of Europe.



## Private Control Favored by Business Men.

Private ownership and control of the railroads are favored by the business men of the United States, according to a vote taken on government ownership in the Chamber of Commerce of the United States. The vote was taken following the publication of the demands of organized labor for the elimination of private capital from railroad ownership and operation and was 99% in favor of private control. The reasons for their decision have been stated formally as follows:

Under government ownership the development of railroad facilities would depend upon congressional appropriations, which would prevent the anticipation of the transportation needs of the country. Appropriations would not be made in the amount and at the time needed to insure adequate development of the railroads. Political considerations might also control the amount of appropriations and the objects for which they were made.

To acquire the railroads the government would have to pledge its credit for eighteen to twenty billions of dollars at a time when other large financing must be done. It would be difficult for the government to dispose of the securities required to purchase the railroads, and it would be necessary for the government to secure from five hundred millions to one billion dollars of new capital each year. If the government were to assume the burden of financing the railroads at the present time, when the war debt is so large, its interest rate would necessarily be as high as, if not higher than, the rate at which corporations could secure capital.

Government operation is seldom, if ever, as efficient as corporate management. Competition, the incentive to efficiency and progress in private enterprises, is absent from the government administration of affairs. Individual initiative is less, bureaucratic methods are more characteristic and the services rendered are less progressively efficient.

While the government would presumably select officers and employes by means of efficiency tests, political influences would almost certainly be given weight in selecting men for official positions.

Unless the government adopted the policy of fixing low rates and fares, with the intention that any resulting deficit from operation should be placed as an increased burden of taxes upon the general public, rates and fares would be higher under government than under private operation. Under government operation expenses rise in relation to income and the charges imposed by the government, if a deficit is to be avoided, must be higher than those which it would be necessary to permit railroad corporations to make.

## Our Country First Conference.

Agitation of the causes of our national unrest, coupled with indiscriminate charges, makes the frank discussion by all patriotic citizens of the problems and conditions underlying the situation an absolute necessity.

Several distinct groups are endeavoring to create public sentiment by the presentation of exparte views. Congress, to arrive at a just conclusion, needs the facts, as well as the views of all classes of citizenship. A clear and fearless expression of opinion should be formulated and proper committees appointed to present the conclusions reached to congress and others concerned, in order that fair and honest legislation may be enacted, a square deal given to all and the nation freed of the agitators who are trying to overthrow the very foundations of our government.

To obtain a formal expression of opinion, after a full and free discussion, the Illinois Manufacturers' Association has called a conference to be held at the Congress Hotel, Chicago, September 8 and 9, the first meeting to convene on Monday, September 8, 1919, at 10 a. m.

DORR E. FELT, President.

JOHN M. GLENN, Secretary.

Chicago, Ill., Aug. 8, 1919.

"RANSOM'S GRAIN BOOK," issued by the Ransom Coal & Grain Co., is being distributed to its friends and customers free upon request. This handy little book contains much valuable information to the grain trade, and provides white perforated shipping invoice sheets, with yellow carbon copy to be left in the book for a permanent record.

## Port Colborne Elevator Wrecked by Explosion.

At 1.15 p. m., Saturday, Aug. 9, the upper half of the steel reinforced concrete grain elevator at Port Colborne, Ont., was blown into bits, the falling debris sinking a ship and killing eleven men.

"I was just stepping off my verandah to return to the office when the explosion occurred," said General Manager W. F. Fawcett. "First there was a warning roar and then a fearful crash. I didn't suppose for a minute it was the elevator, but thought it was the Maple Leaf Mill, which adjoins the elevator. I never thought such vast destruction possible. The loss of many of our best men is a terrible thing, and then again there is the great setback to the grain trade at this most vital time. We were just getting ready for big business from now on till navigation closes, and the result of this cannot be estimated. Ninety per cent of the grain shipped to Montreal went thru this elevator."

The photograph reproduced herewith shows the house as it appeared when completed in 1908. It was built for the Canadian Government by Peter Lytle & Co., after plans by J. A. Jamieson, and at the time was the last word in elevator construction. It is the only elevator having four marine legs. The largest lake steamers from the Canadian Northwest were unloaded at this elevator into canal-sized vessels or railway cars. Its original capacity of 850,000 had been increased to 2,000,000 bus.

The barge *Quebec*, of the Montreal Transportation Co., was taking on the last 8,000 bus. of its wheat cargo when the explosion occurred, and was enveloped by the falling mass of concrete, five of the crew being killed. To save it from going to the bottom the boat was towed to shallow water.

Manager Fawcett organized a rescue crew which made its perilous way into the upper part of the elevator and found Chas. Aston, weighmaster, and Wm. Cook, assistant weighmaster, breathing, but fatally injured. Sunday morning the bodies of Eli W. Mitchener, assistant spouter, and J. P. Hanhan, spouter, were dug out. Others dead are Albert Dunlop, marine towerman; Clarence Hart, shovel rigger; Lorenzo Dunham, assistant shipper;

Albert Beck, assistant shipper, and Alfred Leslie, laborer. Seven members of the elevator loading gang, more or less burned, are H. Armstrong, S. Monk, Ellery Neff, George Aiken, R. Blackenhall, B. S. Harvie, William Rambo.

The floors of the cupola were blown upward and its two lower floors had the four walls blown outward. The north wall of the elevator fell on the separate office building, crushing it. Part of the walls still stand, warped and bulged, holding 500,000 bus. of grain, over which a temporary roof is being built under the supervision of Engineer Jamieson. A sand sucker is pumping the wheat out of the sunken Quebec. A hole three feet square was driven into its side at the water line by a block of concrete.

The explosion threw grain a distance of a mile and near the elevator it fairly rained wheat. All the windows in the vicinity were broken, even those in the ground floor of the elevator, which was scarcely damaged.

There was no fire in the building. The machinery was operated by electricity. The plant had a complete equipment of dust collectors, but the dust-collecting machinery was not in operation while boats were being loaded. The men in a position to know the cause are dead.

JAPANESE BUYERS have purchased 7,500 tons, second grade, Victorian wheat at 5/7½ per bushel, at Melbourne, Australia.

THE ELEVATOR MANAGERS' & DIRECTORS' ASS'N formed in Portland recently, has taken steps to effect affiliation with like organizations to be formed in Washington and Idaho, making a northwest body for concerted action in the solution of bulk grain problems.

THE BRITISH BOARD of Agriculture does not give a cheerful report of conditions in England and Wales, July 1. Wheat is the best, but at that is 5 to 10 per cent below average; barley is about 15 per cent; oats which suffered from the drouth are 20 per cent below average. Hay is a short crop also. Probably since this report there has been some improvement in barley and oats, but not enough to make the entire crop average. Cars of wheat and oats from the south of Scotland are fair in size, but are just coming into bloom.



Canadian Government Elevator at Port Colborne, Ont., Wrecked Aug. 9 by Explosion, as It Appeared When Built.



New crop wheat arriving at Chicago is grading lower than it should in many instances, according to Wm. J. Farrell, who is at the head of the Grain Corporation's inspection department, because the shippers in the country fail to make the test weight.

Mr. Farrell relates one case in his own recent experience where a farmer in the northern part of the state of Illinois, between Chicago and Aurora, sold seed wheat to two neighbors and bot his own seed in Chicago. The result was that his crop was No. 1 dark, hard spring, while theirs was No. 2 red spring, one worth \$2.28 and the other \$2.18. Mr. Farrell was shown the samples when the wheat was ready to ship and advised that the three lots be mixed in the car. The result was a grade of No. 1 northern, raising the price of the neighbors' wheat to \$2.26 and discounting the farmer only 2 cents per bushel.

As the dividing line is 25 per cent it is easy for the dealer to mix in enough of the dark, hard vitreous wheat to increase the value 2 cents per bushel. For example, one car containing 10 per cent and another containing 50 per cent may be mixed to make two cars containing 30 per cent of dark, hard, vitreous kernels, changing the class and value of the one without reducing the price of the other. Since the shipper can not make the grade next higher, "dark, hard winter" unless he has at least 80 per cent of the vitreous kernels he gains nothing by shipping a car containing much more than the 25 per cent grade requirement of hard winter, unless, of course, his commission merchant is able to get a premium for the hard wheat. The dark, hard wheat is steadily holding its premium over the government basis.

The arrivals of yellow hard at Chicago are away above what they have been in past years, says Mr. Noble. Out of a total of 144 cars of hard winter received Aug. 6 59 were yellow; Aug. 5, out of 245 106 graded yellow hard; Aug. 4, out of 386 182 graded yellow, and Aug. 3 out of 204 101 graded yellow.

hard wheat, and that the Illinois department would consider hard wheat. Under the federal regulations, however, wheat that is mottled with yellow must be classed as yellow.

Mr. Noble believes that while theoretically it may seem possible to mix the wheat, practically the shipper has not the bin room to hold the choice dark hard vitreous wheat until required for mixing. The country shipper must take the wheat as it comes from the threshing machine and load it right out with little opportunity to mix the dark with the yellow.

KANSAS state report July 25 dropped the winter wheat yield for the state 70,000,000 bus., making the yield 159,000,000, whereas previous estimates were 230,000,000. The hot weather in June did the damage. Other winter wheat states will, in our opinion, soon talk the same as Kansas.—J. F. Zahm & Co., Toledo, O.

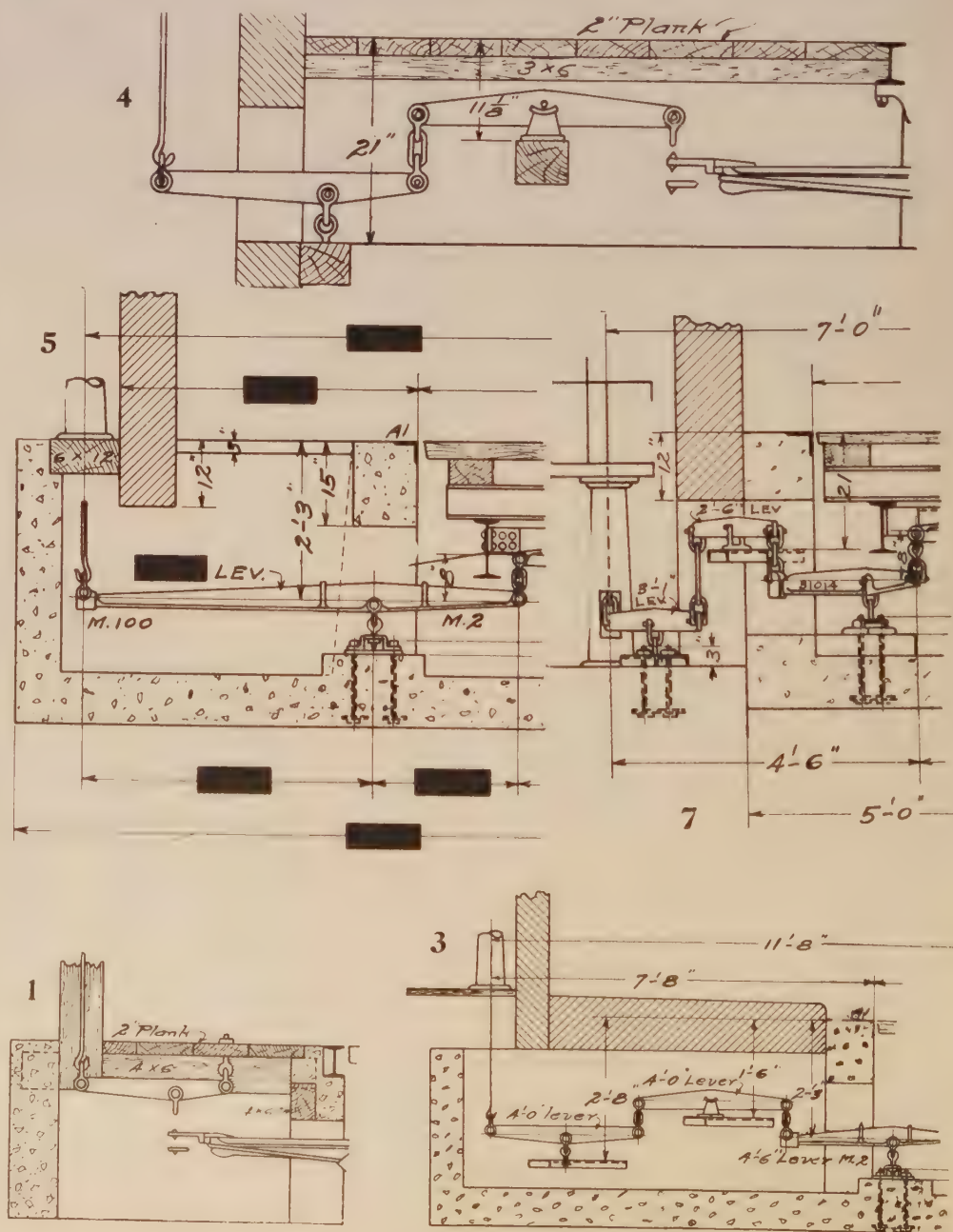
PLANS FOR RETURNING the railroads to their proper owners have been presented to Congress in such volume that Congress is getting confused by the suggestions. The job includes 275,000 miles of railroad and nearly \$20,000,000,000, so the subject should receive careful consideration.

"Dead Center Track Scales," signed by I. Beam, in the last number of the Grain Dealers Journal, called particular attention to the objectional feature of the extension lever.

Extension levers do have their objections, it is true, but the objections are of the same nature found in the scale without the extension levers. The chance for inaccuracy is obviously increased by more bearings and longer levers, but so long as the supports and the levers themselves remain rigid there is slight chance for errors. More bearings mean more friction, and longer levers mean more possible errors due to stress and strain.

The extension lever has its function on special installations where for reasons of convenience or economy of labor, or expediency in some other form, the purchaser is compelled to place the weighing beam in such a location that special extension levers are required.

Such installations are not recommended by manufacturers, but are installed when circumstances require. Dead center track scales now in operation may record weights accurately.



### Eight Styles of Scale Lever Extensions.



but carry a greater possibility of getting out of adjustment.

If the risk of error is sufficient, in scales using an extension made of two levers, to constitute a serious objection to their use, the introduction of eight extra levers, each of which has three bearings, must certainly carry far greater risk. We have no doubt that if scales of this type came under the inspection and supervision of railroad scale departments

or other competent weighing authorities, very serious objections would be raised.

Dead center track scales have been used principally in the far west, where we believe supervision is less rigid than in this territory.

The accompanying drawings show the various forms of extension levers now being used for special requirements.

Figure 1 shows a single multiplying lever extension. This is a simple form and provided the anchorage of the I bolt is secure and the lever level, there is little opportunity for disorder. If the anchorage is insecure then the lever will assume an out-of-level position under load.

Fig. 2 shows an extension made of two even levers, of which the nearest to the scale is supported by an I bolt. Of course it is a great deal more difficult to hang two levers so that they will remain permanently in a level position than it is to hang one, and in addition to the levers, themselves, there are two vertical connections, which must be plumb when set and which must remain plumb. If the structure to which the levers are attached is solid and unyielding, and the levers are of moderate length, so that they will not spring, there is not likely to be any error, but freedom from error will continue only so long as the supports and levers themselves are rigid.

Fig. 3 is a better form for a two lever extension in that the lever nearest the scale is supported upon a stand, and both levers are anchored to steel supports, which presumably will remain sufficiently rigid to prevent disorder.

Fig. 4 shows a two lever extension, one of the levers being even and the other multiplying. With an extension of this kind, any variation from level position will produce a greater effect upon the scale than when two even levers are employed.

Fig. 5 shows a single lever extension as used on a heavy motor truck scale. When firmly anchored to the foundation and correctly set with connections plumb, there is little reason to vary.

Fig. 6 shows a three lever extension using very long levers. This is also objectionable because it is difficult to make long levers of cast iron so rigid that they will not deflect both vertically and horizontally under loads;

moreover the vibration due to impact of the loads causes the levers to continually change position in their bearings.

Fig. 7 shows another three lever extension, which is less objectionable only because the levers used are shorter than in the previous case.

Fig. 8 shows a combination of levers which is used sometimes to place the weighing beam of a grain hopper scale upon one of the lower floors, the object of course being to permit weighing to be done downstairs and saving time and labor of going up to the scale floor every time a car is received or shipped. These levers are subject to the same troubles as those used with wagon and other scales. They get out of level, due to deflection or settling of parts.

REPRESENTATIVE YOUNG of South Dakota has introduced another bill to repeal the sections of the Underwood tariff law relating to wheat and wheat products, potatoes, and potato products, and to improve duties upon these commodities. This bill is to be considered by the Ways and Means Com'te. If Mr. Young is successful in his undertaking, Canada will lose the degree of reciprocity which the terms of the Underwood tariff law have accomplished.

A RESOLUTION for the sale of wheat at the world market price was introduced in the house by Representative Fitzgerald of Mass., July 31, declaring that such action in dealing with this season's wheat crop was the sense of the house. Any deficit incurring from this reduction of market price could be made up by the government out of the billion dollar wheat guarantee surplus fund. The proposed reduction would mean cheaper flour and a drop in other commodities, "thus making possible the beginning of a movement to reduce the cost of living."

THE GERMAN GOVERNMENT is spending \$375,000,000 in an attempt to bring food prices to a permanently lower level, and thus cut the cost of living in half. The reduction applies to all rationed food, particularly to flour, potatoes, meat and fat, and at the same time, the meat and fat ration is being increased—happy assurance for American exporters. This cutting of living cost is the direct result of the railroad strike, in which the railroad men asked for higher wages, but accepted the promise of cheaper food as a compromise. The reduction means a saving of about \$6.75 per week to every worker in Germany. The government is buying food stuffs in bulk, and paying the difference in the buying and selling price from the fund appropriated. This fund is expected to last until October, when it is the hope of the government that prices will have declined to such a level that further appropriation will be unnecessary.

## Board of Review Changes.

John Sheedy of Omaha has been added to the board of review supervising grain grading, and will remove to the Chicago headquarters. It is contemplated to add still another to the Board, making five, the present members being O. F. Phillips, chairman, W. J. O'Loughlin and John H. Edwards. These all are experienced men, and Mr. Sheedy has been an inspector at Kansas City and Wichita as well as supervisor at Omaha.

H. J. Besly having gone to Washington, R. T. Miles, who is in charge of inspection efficiency, has succeeded him as acting in charge of general field headquarters. Mr. Miles is a practical grain dealer, having been engaged in the business in Illinois, and was chief grain inspector at Galveston, Tex. It happens that Mr. Miles took a course in chemistry at the University of Illinois, and the phrase "degree of acidity" as applied to corn is no mystery to him, as it is to most practical grain men.

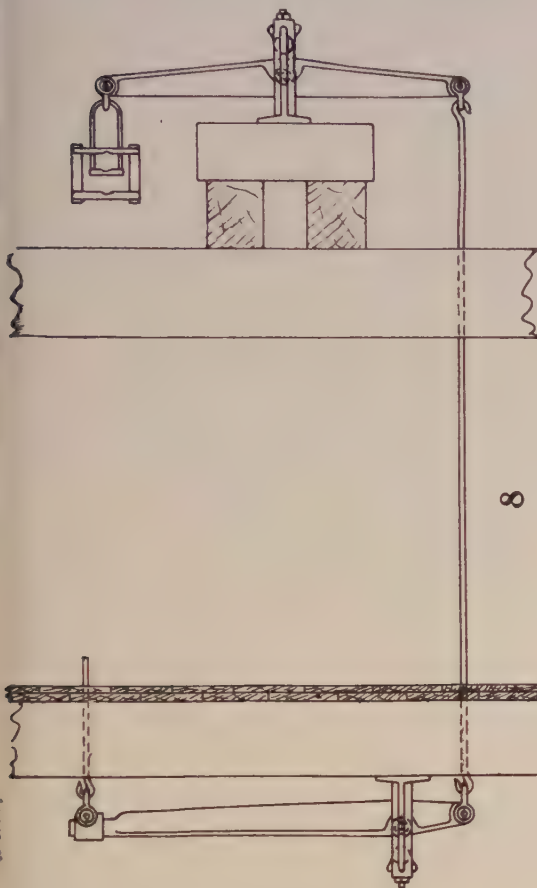
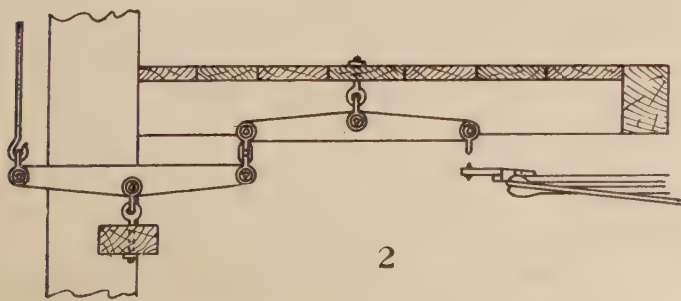
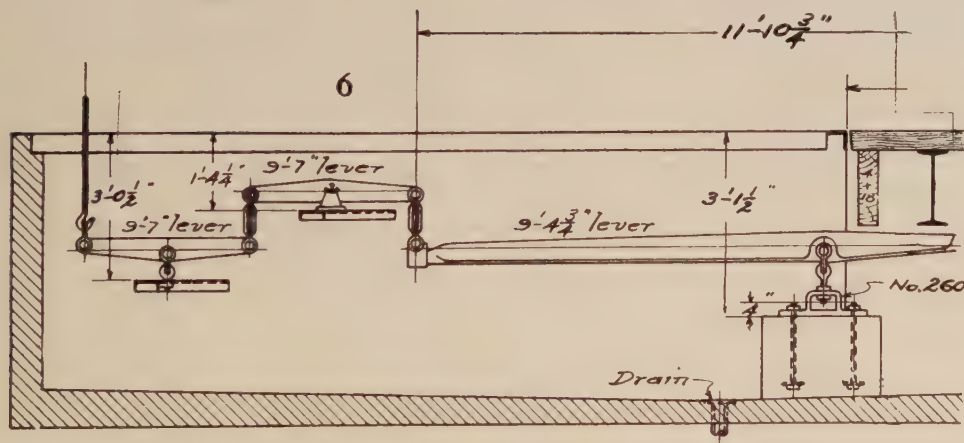


Fig. 1.



Eight Styles of Scale Lever Extensions [See facing page].



## Northwestern Grain Dealers Ass'n Holds Fifth Annual Convention.

The Northwestern Grain Dealers Ass'n held its fifth annual convention at Lewiston, Mont., July 18 and 19. The Fergus Hotel was convention headquarters, and the meetings were held in the gymnasium of the high school. Over a hundred were in attendance, of whom 75 per cent were dealers. The majority were from the Judith Basin, but a number came from more distant points.

Pres. J. R. Swift opened the convention, and the first session began with the singing of "America," led by Paul R. Trigg, of the Montana Elevator Co. Charles J. Marshall, mayor of Lewiston, was then introduced by Pres. Swift, and addressed the grain men with enthusiastic words of welcome. Charles Quinn, sec'y of the Grain Dealers National Ass'n, responded to the mayor's address of welcome. He said:

"Some men believe that the Department of Agriculture is trying to force something unjust upon them, but this is not true. The standards for wheat and corn were adopted after much investigation by the Department and with the idea of pleasing or benefitting the largest number of people possible, and inasmuch as they affect all the different parts of the country, it would be quite impossible to have a set of standards that would meet with the entire approval of every one.

"If you men would co-operate with the government and help it in this work, as it is trying to help you, we should have greater uniformity in our grading. You are not only helping the government, but are doing yourselves a big service when you try to get a better understanding of the Act and the grades. You can see that the men representing the Department of Agriculture, who are with us today, are trying to help you in every way they can in regard to the Act and the grades,—trying to explain everything that is not clear to you and answering all your questions.

"In closing I will ask you to stand behind the U. S. grain standards Act, and I am sure that you will be benefitted."

H. N. Stockett, sec'y of the Ass'n, gave his annual report, read the minutes of the last annual meeting, and also the treasurer's report.

### Secretary's Report.

Briefly stated, some of the notable affairs with which we had to deal during the past year for the welfare of those in the grain industry, in addition to our regular work which is voluminous, are as follows:

Suppression of enemy propaganda and harmony in the grain industry during a critical war time—joint meetings of the grain trade with the grain corporation—shippers' weights in the settlement of claims—the collection of loss and damage claims—territorial and national matters—co-operating with the war industries board—financial aid to farmers for sowing grain—conservation of grain—securing empty cars, with permission to ship to save wheat from spoiling and to relieve financial depression—safe working margins—reconstruction problems—grain standards for oats—educational work in Federal Grain Standards—opposing Montana freight rates being put on a peak—opposing excessive advance on freight rates for grain and cereal products—putting the rate-making power back into the hands of the Interstate Commerce Commission—crop reporting—opposing general order number fifty-seven and modifications—war tax information—for a return of the railroads to their owners—state legislative matters—opposing the advance of minimum car weights—clean, tight cars for grain and cereal products—uniform confirmation blanks—protesting hurtful rules and regulations governing telephone service and call charges—sending delegates with cost data to the St. Louis meeting—clearing height in grain cars for inspection.

Range of work of the Ass'n extended.—The work of the association has been greatly extended, notably in the Gallatin Valley, the Shields River Valley, the Livingston District, the Bitter Root Prairie and the Flathead region. The eastern part of the state is also now engaging our attention more than ever.

Never in the history of this Ass'n have conditions affecting the grain trade been more abnormal and business more adversely affected by rules and regulations than during the past year. That the trade is not in a chaotic state speak

well for the business character and ability of the men interested in this work.

Just what is in store for us during the coming year we do not know, but we do know that if we meet the problems as they present themselves, mutually co-operating with our integrity and ability, we will win.

Thank you, gentlemen.

J. R. Swift addressed the meeting at the close of Mr. Stockett's report:

### President's Address.

We are meeting on the eve of the most critical period in the history of our association, a period during which on account of adverse crop conditions our members can not hope to profit materially, if at all.

Work thru com'ites satisfactory.—Most of our work during the past year has been accomplished thru com'ites rather than thru the officers of the association and this method has proven decidedly satisfactory. We were particularly active in placing protests before the United States Railroad Administration on General Order Number 57, which, if it had remained effective, would have seriously handicapped the collection of freight claims and would have caused a serious loss to the grain dealers and naturally of necessity would have eventually reverted to the producer in this territory as a necessary part of the cost of transporting his products.

It is the sincere hope of the present officers that the Ass'n may continue to serve and even to a greater degree than it has in the past.

Personal Responsibility for Fire Losses was the title of an address by C. A. McCotter, sec'y of the Grain Dealers Fire Insurance Co. of Indianapolis, Ind., from which we take the following:

### Personal Responsibility for Fire Losses.

We are entering a period of new ideas. The harsh conditions of war imposed responsibilities we had not heretofore recognized, and which we are not going to be allowed to drop easily. There will continue a demand that a business, voluntarily or through governmental regulations, shall perform its full service to its patrons.

Fire Insurance by fire prevention.—During the war, the fire insurance business learned that there were obligations greater than trying to make profits out of the premiums received. The question was not one of paying an indemnity for a property destroyed by fire, but of preventing destruction, particularly among food handling plants. The fire insurance companies were called on by the National and State Councils of Defense to show property owners how to prevent fires. The insurance men met the responsibility, and there was a reduction in the number of fires in mills and country elevators. Fire insurance by fire prevention performs a more valuable service than by paying insurance indemnity. It is estimated that annually enough grain is destroyed by fire to feed one million people a year. At least eighty per cent of this loss is preventable, and is a detriment to the individual elevator owner and to the grain trade. The fire insurance companies, in merely collecting premiums to pay those losses, perform a service of small significance, as compared to their use by the property owners in the matter of assisting in preventing the losses.

True purport of insurance companies not understood.—An elevator owner recognizes that there is a possibility of a fire loss, regardless of the best of care. If the loss occurs it will be a handicap on his future. He therefore seeks insurance. The insurance rate and cost must be in proportion to the amount of danger. If the elevator owner will take care of the eighty per cent of preventable fires, the cost for the twenty per cent of unpreventable losses will be light. However, because of insurance, it seems to be human nature to relax in watchfulness. It has been a blunder of the fire insurance men to enlarge to the elevator owner on the possibilities of fires, with the argument that for a few dollars premium the burden of a fire loss can be put on the insurance company. Now, if the liability for all preventable and unpreventable losses is shifted to the insurance company, it must charge for the full 100 per cent burning ratio, and there is no just complaint against the insurance cost. Any assumption that a property owner can be indifferent to and ignorant of the fire hazard and yet get a low cost insurance is a mistake. Fire insurance as generally understood, has been a dictatorial combination of companies, working only for their own interests.

Inspection does not prevent fires.—It is an error to suppose that an insurance inspection is going to prevent fires. Inspectors are men who for years have been analyzing fire dangers. They will average far more general knowledge of the subject than the average owner of the property. On the other hand, you know, or should know, the working of the plant, its defects and troubles of the past, and the possibilities of the future as no inspector could learn in the few hours at his disposal. Instead of depending

upon the insurance inspector to prevent fires and reduce the insurance cost, discuss with him his views and your views of fire possibilities.

Underwriters' Grain Ass'n.—A good illustration of co-operation between the grain dealer and the insurance companies has been the record of the terminal elevators. These have been a class of properties where the owner of the grain had little interest in the handling and depended entirely on the insurance companies for protection from loss. No individual or group of companies had much interest or influence in the care of a specific property. The result was that the fire loss ratio was heavy and many insurance companies, including all the mutual companies, would not insure the class while the insurance cost was so high that it was a burden on the business and a constant cause of complaint. The war emergency of the food supply made it necessary that these losses be reduced. There was formed a syndicate of nearly all fire insurance companies, including the mutuals, and known as the Underwriters' Grain Ass'n. It was to insure all the terminal elevators and grain therein of the Greater Mississippi Valley from Cleveland to Denver and from the Canadian line to the Gulf. The elevator owners and grain merchants in turn, were to have removed all the common well-known causes of fires and comply with the requirements of systematic insurance inspections. The result of over eleven months' experience on the millions of bushels of grain, including Government owned wheat, is that there has been a fire loss of less than five hundred dollars.

The mill and elevator mutuals, that for nearly forty years have made a specialty of flour mills and elevators, have used a system that calls for co-operation between the insured and the company. There are conditions with which the miller or elevator owner must comply, and the insurance company uses a goodly portion of the premium for fire prevention purposes. The result has been that the loss ratio and the insurance cost have been about one-half the experience on other mills and elevators. A group of these mutual companies has been operating in Montana for about five years. While statistics are not available, there is evidence, including the experience of those companies, that the loss ratio on mills and elevators in Montana is yearly being reduced.

After Mr. McCotter's address the convention adjourned until afternoon. Luncheon and review of the exhibits occupied the delegates' noon hour.

### Afternoon Session.

A demonstration of federal grain grading was the opening feature of the afternoon session, after which R. O. Stuart, president of the Security Adjustment Co., of Minneapolis, delivered an address of great interest to every one, on the subject

### Collecting Railroad Claims.

Claims for loss.—The provisions of the present B/L provide that claims must be made against the carrier within six months.

Claims for loss should be presented to the railroad agent, or the proper claim official either by yourself, your commission firm or someone representing your interests.

If such claim remains unadjusted for two years and one day, regardless of what the merit may be or the promises that may be made to you by the carrier with reference to its settlement, the shipper cannot force a collection. I would like to state right now that this is a peculiar situation and under the present conditions if claims can be successfully held in abeyance for two years after date of delivery of such shipments, they become worthless. I hardly believe any further comments are necessary other than to state this seems wrong and I trust that in some new bill of lading act, this provision will be changed.

The claimant has no choice under a condition of this kind. He must either secure settlement of his claim, if it has merit, within this time and protect his rights.

These rights can be protected in only one way under the B/L and that is to bring suit. By taking this action, the shipper's rights are protected and all limitations extended indefinitely. Many shippers are under a wrong impression. They feel the bringing of suit may engage them in litigation. This is not necessarily true. Suit can be commenced in conformity with the B/L requirement and your rights are indefinitely extended by such suit, after which you may use your own discretion with reference to further procedure.

Decision of Courts.—Our Courts have held that the shipper who has sustained a loss in transit has made out a cause of action against a carrier, when he is able to prove that a part of the shipment or commodity transported was lost in the course of transportation. The only means available to shipper of proving these facts is to establish the quantity of goods loaded at initial point and the quantity of goods delivered at destination. Where there is a discrepancy between these two amounts and where a loss in transit has been shown, the shipper has a meritorious claim and the law will presume that the loss in transit occurred through



the carrier's negligence. This is the holding of the Courts of almost every State in the Union without exception, so far as I have been able to find.

The rules issued by the Railroad Administration do not take away a shipper's court rights.

## Saturday Morning Session.

W. T. Greeley, vice-president of the Ass'n, who was to have opened the session, was absent, and in his place, Charles Quinn led a round-table discussion. Following this, President Swift appointed the resolution and nominating committees. C. A. Stephens, state agent of the Millers & Grain Dealers Mutual Fire Insurance Co., talked on fire insurance.

## Election of Officers.

At the close of Mr. Stephens' address, the nominating committee made its report, and election of officers resulted as follows: W. T. Greeley, Great Falls, pres.; J. Watkins, Cascade, vice-pres.; H. N. Stockett, Great Falls, sec'y and treas. Directors: William Phadd, Billings; A. D. Persson, Powell, Wyo.; W. C. Wilkes, Missoula; John McVay, Great Falls; W. B. Woodman, Belmont; J. R. Swift, Lewiston; H. S. Anderson, Red Lodge; August Schwachheim, Cascade; and Charles Vandanhook, Bozeman.

## Afternoon Session.

At 2:00 o'clock, President Swift introduced Professor Hamilton of the State Agricultural College, who took the place of Professor Alfred Atkinson, and read the latter's address on

## New Wheat Varieties.

At the Montana Experiment Station, considerable effort has been directed toward developing improved strains of wheat during the past few years. In 1912, extensive single plant selections were made from the best yielding winter wheat varieties. In all, nearly five hundred superior looking individuals were chosen and the seed of these tested side by side under field conditions. This was continued through several years, eliminating at the close of each crop season those that were obviously poor. As a result of this work, one strain which outyielded the others through the entire period and which has shown marked superiority in field tests, has been developed. This is the Montana 36, seed of which has been distributed in limited quantities to growers in different parts of the state. At the Experiment Station last year, a three-acre tract averaged a little over sixty-three bushels per acre, and after the seed was cleaned once, it weighed sixty-four pounds to the bushel. In selecting out this variety, no especial attention was paid to its quality of winter hardiness, though it is truthful to state that in the tests so far, it has shown itself to be one of the very hardy varieties. After the harvest of the present season there should be several hundred bushels available for sale to growers in spite of the very disastrous year. It is the intention to increase this so that growers may get it in their fields in all parts of the state. The Experiment Station is very hopeful that this particular selection will increase the wheat returns of Montana.

## Resolution Adopted.

Following the reading of Mr. Atkinson's paper, the resolution committee brot in its report. The convention adopted the resolution for the affiliation of the Northwestern Grain Dealers Ass'n with the Grain Dealers National Ass'n. This adoption was followed by adjournment.

THE FIRST REPORT of the condition of crops in Bohemia for the season ending May, 1919, has been made public by representatives of the Bohemian Branch of the Agricultural Council. The following gradings and markings have been adopted to show the condition of the crops: 1, very good; 2, good; 3, fair; 4, poor; and 5, very poor. The prolonged winter and the dry weather are responsible for the showing. Wheat, 2.8, in comparison with 2.3 for 1918; oats, 2.5, in comparison with 2.9 for May, 1918; barley, 2.5, in comparison with 2.6 for May, 1918; rape, 2.4, in comparison with 2.1 for May, 1918; flax, 2.3, in comparison with 2.8 for May, 1918; rye, 2.9, in comparison with 2.3 for May, 1918. It is probable that the depredations wrought on the growing crop by the Hungarian Red Guard have made the outlook much worse than indicated above. —Trade Commissioner Vladimir A. Geringer, Prague.

## Pacific Northwest Bulk Elevator.

Inauguration of bulk grain storage in the Pacific Northwest comes at a time when the use of reinforced concrete is gaining favor by reason of its fireproof quality and durability and consequently its new elevators compare favorably with those of the older central states.

At Walla Walla, Wash., a new concrete elevator of 100,000 bus. capacity has recently been completed by the Walla Walla Farmers Agency, very conveniently arranged and using electric power.

Grain is received on a 15-ton dump scale supplied with automatic controls for dumping the wagon's contents into two receiving pits of 250 bus. capacity each, spouting direct to either of two main elevator legs. Each of the legs has a capacity of 1,500 bus. per hour each and at the head will discharge into any bin.

An additional facility not found in many houses is the pair of 18-inch belt conveyors arranged to receive grain from cars to be unloaded into the bins or cleaned in transit.

Grain is weighed out to cars at the rate of

1,500 bus. per hour thru an automatic scale. All of the controls and switches for the spouting of grain and for the motors are placed in the cleaning room, giving the operator a convenient method of handling the entire plant.

Four electric motors of a total of 34 h.p. drive the machines.

The storage is divided into 14 bins of various sizes, of which four bins with a capacity of 12,000 bus. are placed over a grain cleaner of 1,000 bus. per hour capacity and are used to hold grain to be cleaned. This plant, which is shown in the engraving, was erected by Alloway & Georg.

THE PRESENT AGITATION against high prices of all food commodities is responsible, in a large measure, for the liquidation now in progress, and just how far it will run it is impossible to foretell. Its effect upon the spot market has been to deter dealers from making new commitments, and for the present their purchases will be restricted to actual necessities.—L. W. Forbell & Co.



New 100,000-bu. Elevator at Walla Walla, Wash.



## Adjustment of Business to Post-War Conditions.

[From address by E. C. Eikenberry before National Hay Ass'n.]

Seeking only to discuss the development of business in America, we are forced to give attention to at least five conditions:

1. Expansion of the volume of the media of exchange resulting from extended issues of currency for the maintenance of the struggle.
2. The disturbed condition of international exchange.
3. The demoralization of transportation.
4. The absence of stable and responsible government over extended areas hitherto dependable consumers or producers, or both.
5. The paralysis of production throughout the nations of Europe; their financial inability to resume these operations together with the destruction of the sources of production and wealth in the war zone and the necessity of rehabilitating these areas.

We have been marking time for some months. Business has hesitated and was timid. Conditions were too unsteady and should stabilize; prices were too high and should decline or the political situation should clarify. It is interesting to note that developments are assuming certain definite lines and that to a certain extent our waiting has been not only watchful but wasteful. Anticipation of lower prices has been general, but is rapidly proving erroneous. This very anticipation may have appreciably lowered prices only to see them rebound when economic conditions re-asserted themselves. The rise in commodity prices in August, 1914, was followed in October by a recession to the normal. There was no sound economic basis for the rise, merely sentimental reasons based on the general conclusion that war would enhance values; so that it is safe to assume that the decline in commodity prices in April and May, 1919, is not the beginning of a decline that will be gradual and long continued, but was based on the general feeling that the coming of peace should bring lower prices, and again we may expect economic forces to assert themselves and values to rise rather than to decline as we approach the fall and winter.

Commodity prices depend upon the ratio of the volume of circulating medium to commodity supply. Prof. Fisher clearly states, "If the number of dollars circulated by cash and by check doubles, while the number of goods and services exchanged thereby remain constant, prices will about double."

Many authorities do not hesitate to declare that the present plane of prices will become permanent and that never again will money become so dear or commodities so cheap as before the war. This opens a field for speculative discussion, but that prices will not materially decline in the near future is becoming generally recognized and business is rapidly adjusting itself to the conviction.

America controls both the finances and the raw materials of the world. The supremacy is ours to maintain.

Our national resources are equal to the task while American financial skill, ingenuity and industry assure success which will require a supreme effort and the co-operation of large financial interests. Withholding the moral support of the government, with unfriendly or ill-advised legislation is the one agency that may hinder or retard the realization of the commercial supremacy of America. American business interests are too great, their relation to the national welfare is too vital to permit of their being entrusted to the care of legislators who lack either sympathy or breadth of vision.

Then, too, the government should speedily release control of the business of the country. What we want now is not political maneuvers but a display of hard-headed business sense in dealing with the questions pertaining to the industries of the nation.

The transportation systems will pass from government control and apparently there is no likelihood of government ownership of either railways or telegraph line. Business, however, will not fail to recognize the growth of the doctrines of a moderate socialism which will manifest itself in a closer relation between government and the public utilities as well as in the position labor has assumed and will maintain.

Organized labor has gained official recognition; on various commissions connected with the conduct of the war, labor as a whole and its various organized trades were accorded representation on the same basis as that accorded the industries. This pendulum will never swing back. Now that they have been granted, no future administration, whatever its nature, will deny these privileges. These are some of the manifestations of what may be termed evolutionary socialism; not a theory that shall in the least endanger the rights of property, but a fact that labor is no longer a chattel of capital, but a partner in industry demanding recognition as such in improved working conditions, better housing and a more liberal share of industrial profits.

Referring again to the five major factors which may operate to retard the full development of industry under post war conditions, we yield to the following conclusions:

1. The present level of prices is based on

economic conditions and is to continue for an extended period, with the result that investing in normal commodity reserves is being reduced, while building operations are showing a steady increase.

2. The establishment of credit balances in America and the flow of gold which is again setting in toward the United States will reduce the disparity in foreign exchange. This tendency will be quickened later by an increased volume of imports from Europe following a supply to Europe of raw materials.

3. Transportation facilities should improve rapidly. The tonnage is being augmented by new construction and release of boats in transport service. Next to actual necessities for human existence, material for restoration of the transportation systems of Europe will be supplied and facilities will rapidly assume proportions affording distribution of all staple products of soil and factory.

4. Government in Europe will become more stable under the terms of the treaty of peace and will make safe trade over an area that will rapidly widen.

5. The rehabilitation of the destroyed areas of the war zone will take time but will be accomplished without severe drain on the resources of the devastated nations.

As we approach the end of the period of control of staples and of transportation some hesitancy will manifest itself and some readjustment is to be expected. But individual initiative is unimpaired and calm business judgment still abounds. Industry must have the moral support of government and the force of large aggregates of capital will be permitted to assert itself.

Business is adjusting itself properly to the post war conditions and this fact is in itself a tribute to the spirit of the American people, the presence of American thought and the resourcefulness and the adaptability of American industry.

DEVELOPMENTS in the foreign exchange market emphasize the necessity of quickly mobilizing the credit facilities of this country so as to furnish ample accommodation for foreign purchasers of American merchandise, raw materials and supplies. It is not too much to say that the future of our foreign trade is largely dependent upon a satisfactory solution of this highly complex problem in foreign credits and foreign exchange. The rise in dollar credits has added an almost prohibitive premium for the foreign buyer to pay, in order to do business with this country. This is a great hindrance to American trade expansion in foreign territory and brings up some highly interesting questions as to the measures which must be taken to assist the financial position of the foreign patrons of American industry.—National City Bank.

## Electricity Displaces Steam Power in Large Terminal Elevator.

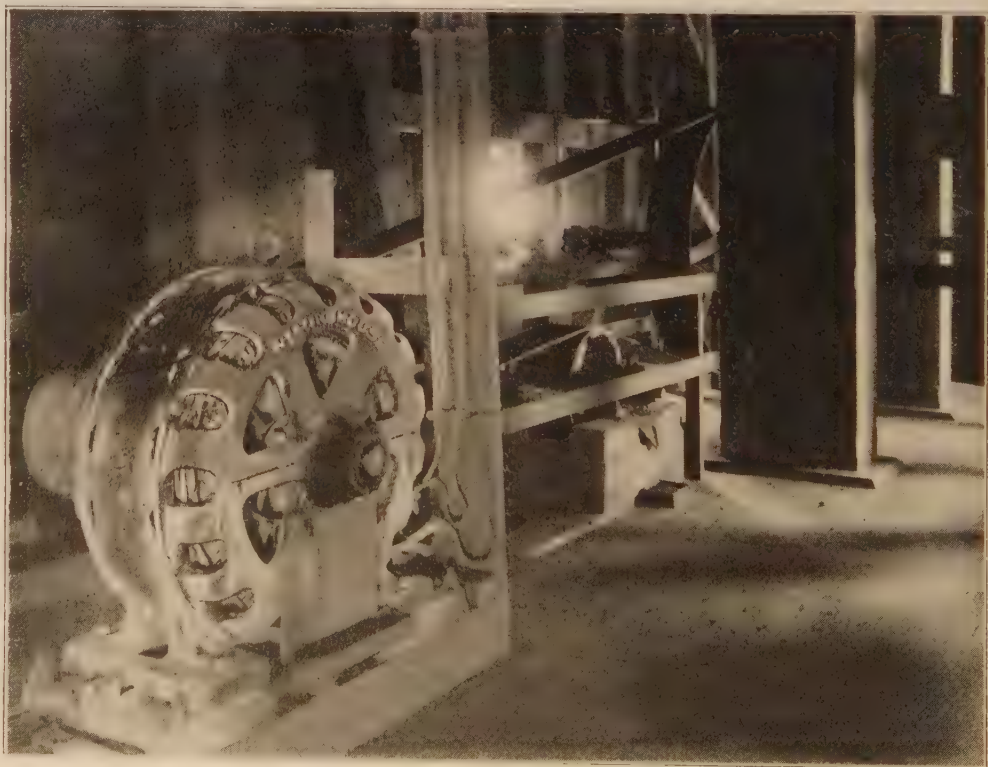
The Burlington Elevator at St. Louis, Mo., operated by the Marshall-Hall Grain Co. under the name Burlington Grain & Elevator Co., is one of the best examples of the large cribbed construction terminal elevators that the low cost of wood made possible in years gone by.

The reciprocating corliss steam engine also was typical of what was considered most economical at the time the house was built. This engine drove the different machines by belting from line shafting. The management, however, became convinced of the advantages of electric drive and the further advantage of purchasing electric current from a central station company, which obviates the trouble and expense of maintaining a power plant, as a supply of power is always available and a machine can be operated at any hour of the day or night by simply closing a switch, and it can be operated without regard to any other machine. This, of course, was not the case with the steam-engine-line-shaft drive, where, in case it was desired only to operate some one machine it was necessary to operate the main engine and a lot of line shafting.

To apply electric motors to replace the steam engine drive on this equipment was quite a problem. It was estimated that each leg would require 25 h.p., and as it was understood at that time that only three legs would ever be used at one time, and in all probability only two would ever be used at once, it was decided to install one 75-h.p. motor for driving the four legs in each end. This arrangement was found to be entirely successful under the conditions outlined, but due to war time overload, it was necessary to operate four legs at one time with the result that the motors are overloaded, and arrangements are being made to substitute larger units.

Previous to the installation of electric drive the legs were driven by the corliss engine on the ground floor, thru a system of shafts and sheave wheels to the main driven shaft. From this shaft, each leg was driven by a one-inch rope.

It was decided to disconnect the main line shaft in the center, and to place the motors on the scale floor, approximately 160 feet from



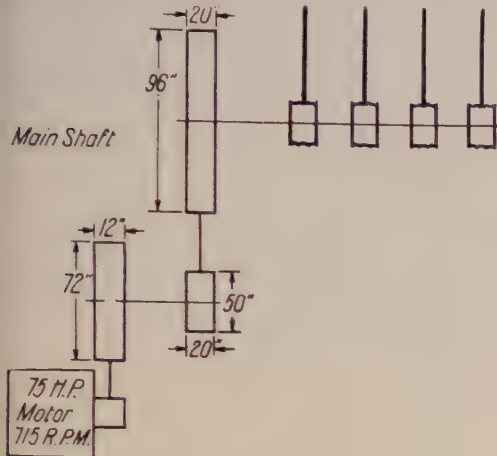
75-h.p. 140-volt C C L Westinghouse Motor Driving Four Elevator Legs in Burlington Elevator at St. Louis, Mo.



the ground. Considerable objection was raised to this location, as at this height, the building was not designed to support the weight of motors of this size. It was, therefore, necessary to reinforce all of the girders and floor supports so that the motors would not cause vibration of the floor and interfere in any way with the scales.

Each 75-h.p. motor is equipped with a 20-inch diameter pulley, belted to a 72-inch pulley on the counter shaft, from which a 50-inch pulley is belted to a 96-inch pulley on the line shaft. On this shaft which has a speed of 75 r.p.m., are the head pulleys of the four legs. One of the two 75-h.p. motors is shown in the engraving.

In the river house are two motors, one of which, a 20-h.p. unit, drives a conveyor belt.



Transmission from 75-h.p. Motor to Four Elevator Legs.

This will soon be superseded by a 75-h.p. motor. The river house has a capacity of 40,000 bus. Other applications of electric motors are to be found thruout, to cleaners, clippers, and a passenger lift. The car puller is motor driven as are the power grain shovels. A 60-h.p. motor takes care of the Hess Drier, which has a capacity of 20,000 bus. every 24 hours. A motor of 20 h.p. drives the elevator leg supplying grain to the bleacher tower and which has a capacity of 1,000 bus. per hour.

From the receiving sinks under the tracks the grain is raised 160 feet by 8 elevator legs having 6x6x20-inch buckets, each leg handling 6,000 bus. of grain per hour.

One of the striking features of this installation is the out-of-the-way and inaccessible places in which the motors driving the vari-

ous machines are located, all forming a striking testimonial to the adaptability of electric drive, and a conclusive answer to the ultra-conservative engineer who is always willing to say "it can't be done." The selection of the location of the various motors and their actual installation called for a careful study of the situation and the application of knowledge regarding the handling of grain. Special precautions were taken to conform with all underwriter's rules so as to avoid creating any fire risk. All wiring is in conduit and switches are closed. This is rendered necessary, owing to the explosive nature of dust rising from the grain.

The electric current is generated at the famous and far distant Keokuk dam on the Mississippi River and is purchased by the elevator company from the Union Electric Light & Power Co., of St. Louis, at 13,200 volts. This is stepped down in a substation by means of three 100-kw. oil cooled Westinghouse Transformers to 440 volts, at which pressure it is distributed throughout the plant for application to the motors. This station also contains a 15,000-volt, type E remote-controlled, oil circuit breaker, with the necessary complement of lightning arresters and choke coils. The electric apparatus including substation equipment and motors was furnished by the Westinghouse Electric & Mfg. Co.

THE BOARD OF GRAIN supervisors for Canada has issued orders that no flour mills, west of the Great Lakes, are to receive into their mills any wheat without getting a permit from the board. Further orders state that no licensed hospital elvtrs. located at Fort William or Port Arthur shall receive into their elvtr. any wheat grading No. 1, No. 2, or No. 3 Manitoba northern, or No. 4, without permission from the board.

## Trade Contracts Acceptable to Aug. 20.

Another last chance has been offered grain dealers to sign the trade agreement of the Grain Corporation, in the following Bulletin No. 79, put out Aug. 7:

We are pleased to advise you that the privilege of signing the United States Grain Corporation Trade Agreements has been extended to Aug. 20, 1919.

If you have not yet executed the agreement and wish to take advantage of the protection offered therein, your signed and properly executed agreement must be returned to us on or before Aug. 20.

Positively no agreements can be accepted after Aug. 20.—U. S. Grain Corporation.

## Canada Plans Disposition of Wheat.

The principal features of the policy which the Canadian government has outlined for the wheat crop this season include: a board to buy and market the crop of 1919; cash payment on account to be made to the farmer at the time he sells his wheat crop, based on price of No. 1 northern at Fort William; the wheat crop of Canada to be sold by the board at prevailing world prices and surplus proceeds, after expenses are deducted, to be distributed to original sellers of wheat in proportion to grade and quality; no speculation on exchanges, or profiteering by handlers to be allowed in disposing of the wheat crop of 1919 to the disadvantage of either the producer or consumer; direct and immediate cash sale by the farmers and speedy movement of the crop along the usual channels of transport.

The personnel of the board which will handle the crop will be made known soon, as will the initial cash payment to be made on account to the farmer at time of sale of wheat.

The Canadian government also plans to take control of flour. It will establish a minimum price for flour and arrangements to buy and sell both wheat and flour will be made, accordingly. It is believed that such action by the government will reduce the cost of flour to consumers and be a move in the direction of reducing the high cost of living.

The government plan for handling the Canadian wheat crop of 1919 is practically the same as that proposed by the Dominion Millers' Ass'n in a letter addressed to Sir Thomas White, Minister of Finance, May 23, 1919. The millers advocated that if the market were open, the price would go down, and "it would be disastrous for Canada to run the risk of having the actual value of her wheat depreciated in this way." In the open market recently, the millers purchased wheat at anywhere from \$2.38 to \$2.42 a bu. Under government control they will not have to compete with others for the wheat they want. They will have but the one agency to deal with, and will be able to take their time and get their wheat when the world market drops low enough to meet their individual satisfaction. The plan decided upon by the government for the purchase and sale of this year's wheat crop will prove acceptable to the milling interests.

REPRESENTATIVE MADDEN of Illinois is planning to introduce a bill authorizing the president to sell wheat purchased by the government under the guaranteed price of \$2.26 at \$1.50 a bu., the deficit to be covered by the \$1,000,000,000 guarantee fund.



Burlington Elevator, Conveyor Gallery and River House at St. Louis, Mo. [See facing page].



## Grain Carriers

OMAHA has lifted the embargo on grain shipments.

VESSEL ROOM for oats has been chartered at 2½c per bu. Chicago to Buffalo.

BUFFALO is not embargoed on account of labor trouble at the elevators as erroneously reported.

THE NATIONAL INDUSTRIAL TRAFFIC LEAGUE will hold its fall meeting at Pittsburgh, Pa., Sept. 4 and 5.

BUSINESS here is greatly handicapped by car shortage.—Farmers Grain Co., Roseville, Ill., C. W. Langdon, mgr.

GRAIN TRANSIT at Rayville, La., is the subject of a hearing by the district freight committee at New Orleans Aug. 19.

ONE of the U. S. concrete barges, loaded with oats, bound for New York, sank in the Erie canal at Tonawanda recently.

EFFECTIVE AUG. 6, and until further notice, it will not be necessary to secure permits for the movement of grain to Galveston, Tex., and New Orleans, La.

THE BALTIMORE railroads have ordered out of their elvtrs. all the grain that has been stored there over 30 days. This involves several hundred thousand bus. of oats, rye, and barley.

ST. LOUIS, Mo.—The 40 barges being built to augment the 29 now in operation on the Mississippi River will soon be completed and put into use. The majority of them will be used to transport the new wheat crop.

THE NOMINATIONS of John Barton Payne of Chicago, Thomas C. Scott of Connecticut and Henry M. Robinson of California, to be members of the shipping board, were approved July 31 by the Senate commerce com'te.

THE RAILROAD SITUATION is crippling wheat movement. Railroads bringing wheat into Kansas City are obliged to cut their daily arrivals to 200 cars, instead of their former daily average wheat movement of 850 cars.

NO GRAIN SHIPMENTS will go to Omaha until the shopmen's strike situation at Council Bluffs is adjusted. Nebraska cars will be held at loading stations. Loaded grain cars are crowding the Burlington yards in Council Bluffs. Shopmen of the Wabash and Northwestern are out.

Excess of employees on the railroads was stated by Representative Fordney of Michigan July 26 to be 145,000 more than those employed on the corresponding dates of 1918 and 1917. The Railroad Administration's own figures are said to show a decline in efficiency of shop workers to 60%.

THE FARMERS ELVTR. Co., of Edinburg, Ill., has been compelled, because of car shortage, to stop taking grain for the present. There are now stored in the local elvtr. some 80,000 bus. of wheat. Mgr. M. S. McClintic of the elvtr. went to St. Louis to see what steps could be taken to relieve the car shortage.

THE ERIE BARGE CANAL was inspected by the state superintendent of public works in New York, and several Buffalo business men on July 23. Plans are under way to invest \$10,000,000 for grain terminals on the canal, and the state may buy two or three elvtrs. in Buffalo. Over 60% of the canal traffic is concerned with grain.

THE JOHNSON rate recommendations, proposing suspension of the transit privileges at Minneapolis, and urging rate changes which have been protested by grain and business interests in Minneapolis and Duluth, have been referred to the Interstate Commerce Commission by the Railroad Administration. The Commission will report soon.

AN EMBARGO against shipments of grain from one primary market to another effective Aug. 1 has been ordered by Regional Director Aishton. No grain is to be moved between primary markets without a special permit from the R. R. Administration. This embargo will not hinder the movement of grain from country points to primary markets.

RAILROAD PROBLEMS are engaging the attention of the senate and house interstate commerce com'te. Director General Hines will soon submit the administration bill proposing a wage board, with authority to require rate increases paralleling wage increases. The wage-board plan is meeting with strong opposition, and feeling is toward transferring complete authority to the Interstate Commerce Commission.

UTAH and SOUTHERN IDAHO will find its wheat export market this year by way of Galveston, Texas, if sold to the government, according to plans of the U. S. Grain Corporation. Last year, Utah wheat was exported thru Chicago. A rate of 56 cents a hundred pounds for Utah wheat and flour to Galveston was promised. The rate will go into effect one day after it has been filed with the Interstate Commerce Commission.

TEEGARDEN, IND.—We have had only five cars for grain loading in the past two weeks. The elvtr. here and the one at La Paz are full, and we have had to refuse to take grain since July 25, because of the lack of cars to load with the wheat cut. This is the worst experience we have had on the B. & O. for the past six years. It seems as tho cars are not to be had. We have applied to the wheat director for relief.—Miller & Roelke.

A PROTEST AGAINST the proposed readjustment of freight rates on coarse grains was recently made by Minneapolis bankers and grain men to the Railroad Administration in Washington. No decision was made in the matter. Minneapolis has presented its side of the case, and now will have to wait for the decision. It is not expected that any decision will be made until the crop is harvested.

THE INDIANA Public Service Commission has appealed to the director of the Division of Public Service of the U. S. R. R. Administration to relieve the car shortage situation. The appeal reads: "Farming sections thruout the state are complaining to this commission that threshing has ceased and elvtrs. are full of grain because there are no cars to move the same. Conditions are alarming."

THE FIRST barge of the 40 to be built for use on the Mississippi River has been completed, and is about to leave Pittsburgh, Pa., for Cairo, Ill., where it will be given over to the Mississippi river fleet. The second barge will follow within ten days, and from then on the barges will be developed at the rate of one a week. The Burlington Elvtr. and Elvtr. B in St. Louis are receiving wheat for river shipment.

THERE ARE FEW STEAMBOATS in use on the upper Mississippi River this season. The captain of the Streckfus line steamer, "Sidney," made the statement recently that in a trip between Winona and St. Paul, he did not see a single steamboat either in action or tied up along the shore. Probably there has never been a time when such a lack of boats was the Mississippi situation. The stage of water could not be better, and yet traffic is at a standstill.

SHORTAGE of grain cars is causing congestion at Jerseyville, Ill. The grain elvtrs. there have been crowded to the limit, and on July 22, the mgrs. were compelled to refuse to receive any more wheat from farmers, as 77,000 bus. of wheat are waiting shipment at this point. Several companies have erected temporary bins, in the hope that freight cars would be available in a few days, but the railroad companies will give no definite promises of relief.

GOVERNMENT BOX CARS, to the number of 40,000 or 50,000, financed thru the R. R. Administration, will soon be available for moving grain. The cars are now being stenciled, and allotments have been made to the different railroads. The I. C. will get about 2,000, the Santa Fe will get about 2,700, and the other roads in proportion. The cars are scattered all over the country, and their distribution will require some little time.

A NEW freight and passenger steamship line between Milwaukee, Chicago, and Michigan City, Ind., has been established, and will begin operating this month. The new company for the present will operate three boats and carry only break-bulk freight. The capital stock of the company is \$325,000, of which Milwaukee shippers and receivers have already subscribed for more than \$30,000. It is estimated that five or six days time will be saved from Milwaukee to Michigan City, by thus avoiding railroad congestion in Chicago.

STEAMSHIP LINES, taking advantage of the unsettled conditions of the times, attempted to impose a bill with the clause, "it is expressly agreed that freight is to be considered as earned and must be paid, ship and / or cargo lost or not lost." A recent test case in Glasgow, involving \$3,500 in freight, thru the loss of cargo in collision off Ireland, was appealed to the court which decided that the clause could not be executed. This decision was important to importers who were having their troubles with the steamship lines over the matter.

GRAIN CONTROL COM'ITES of the middle west met recently at Minneapolis to draft general schedules governing grain handling in terminals for the next year. The approach of the heavy movement of grain which will get into full swing shortly made some kind of action necessary. Grain receipts in Minneapolis are already exceeding the hundred cars a day, of which more than 100 are wheat from the Southwest. The amount is increasing daily. The com'ites from Omaha, Kansas City, Chicago, Milwaukee, and Duluth attended the meeting.

THE KENNEY ELVTR. Co., of Kenney, Ill., on July 26 loaded out an extra large car of wheat in order to make room to handle the grain being threshed by the farmers. The car was loaded in one hour and forty-three minutes with the Maroa Air Blast Loader, without using a scoop. It held 130,000 lbs. of wheat, or 2,166 bus. and 40 lbs., which cost the company \$2.07 a bu., or \$4,417.62. This is probably the largest car ever billed from this station. Last year the Kenney Elvtr. Co. lacked only four bus. of having the largest car of wheat shipped into Chicago.

THE INTERSTATE COMMERCE Commission is considering at the present time the question as to whether the payment of old claims, that is claims presented to the carriers after the expiration of two years and one day, is lawful. E. Marvin Underwood has issued instructions on the subject, as follows: "In order to secure uniformity of practice over all Federal controlled lines, and to maintain the status quo pending the decision of the Interstate Commerce Commission, please instruct all general solicitors and freight claim agents to withhold payment pending such decision."

"ON ACCOUNT of the volume of new wheat permitted to the port of New York, which at the present time is about 7,000,000 bus., and the movement from the west becoming very heavy, so that within the next fifteen days the elvtr. and grain capacity in the port of New York will be entirely used, we must decline to issue permits on coarse grains. You understand that under the direction of the U. S. government the new wheat crop must be taken care of in preference to the commercial coarse grains," says the traffic dept. of the Grain Corporation in a notification to the Produce Exchange.



IN THE NORTHWESTERN region, grain loadings for the month of July, 1919, were 42,217 cars, in comparison with 24,985 cars for July, 1918, the loadings July this year being nearly double the loadings of the corresponding month last year.

## Contracts Not Affected by War.

The free and easy way in which government officials have brushed aside trade customs and disregarded contracts has led many merchants to believe war established a sort of moratorium and that when war interfered with the execution of a contract either party could consider it canceled with no liability for damages.

In the suit by Geo. H. C. Meyer and others against F. J. Sullivan and others, defendants, the California District Court held recently that the sellers of wheat at a price f. o. b. the steamer of a certain line at a specified port were not released from liability to the buyers, nor the buyers from liability to them, because war conditions rendered it impossible to furnish a steamer of the line specified.

The contract read as follows:

454 California St.  
San Francisco, Cal., June 26th, 1914.  
Friday.

Sept. Shipt. Received June 27, 1914.

Messrs. F. J. Sullivan & Co., 310 California St., City—Dear Sirs: It is hereby confirmed that you have sold us and that we have bought from you, two hundred and fifty (250) long tons of No. 1 white Walla Walla wheat, for shipment in September, doubtless early in September, from Seattle, in double bags, at one dollar forty-three and one-third cents (\$1.43 1/3) per 100 lbs. f. o. b. Kosmos steamer at Seattle, with the usual official certificate of the grain inspector to accompany the draft on us from the north.

We send you this in duplicate. Kindly return one copy to us with your signature.

We are, dear sirs, yours very truly,  
Meyer, Wilson & Co.  
Approved: F. J. Sullivan & Co.

Plaintiffs engaged space from the management of the Kosmos Line, but later the line, owing to war conditions, canceled its sailing schedule, and plaintiffs notified defendants that the wheat would be taken by another steamer, the plaintiffs simply requiring delivery in a warehouse. Thereupon F. J. Sullivan & Co. wrote plaintiffs:

Referring to your letters of Sept. 22, 1914, and your demand for a fulfillment of the contracts mentioned therein we are now in a position to state positively that, owing to the fact that no Kosmos steamer has been available for shipment in September, we consider the said contracts as canceled.

Plaintiffs tendered defendants gold coin in payment for the wheat, but delivery was refused, and suit brot for damages.

The court said:

Defendants contend that both buyers and sellers were excused from performance of the contracts, by reason of the fact that war conditions rendered the contemplated means of performance unavailable; that is, because it was impossible to furnish a Kosmos steamer, both parties were released from all liability in the matter. We cannot agree with such contention. It is admitted that the plaintiffs were at all times ready, willing, and able, and attempted, to perform their part of the contract. There is no showing but that defendants were fully able to deliver the wheat contracted for, and as directed by the plaintiffs, at the place designated.

In arriving at the amount of damages suffered by the plaintiffs, by reason of the breach of the contract, it was proper for the court to take into consideration the difference between the contract price agreed to be paid for the wheat by plaintiffs, and the market price, which may be taken as the value, of the same wheat in Seattle, during the month of September, 1914. The excess of the value of said wheat to the plaintiffs during that time over and above the amount which would have been due to the defendants under the contract as the purchase price thereof, if it had been fulfilled, was the detriment caused by the breach of the defendants' agreement to deliver. Section 3308, Civ. Code.

The judgment in favor of plaintiffs is affirmed.—181 Pac. Rep. 847.

THE AVERAGE shipper looks forward to the return of the railroads to private ownership with as much glee as the kids await for the coming of Christmas.

## Barnes on Sale of Wheat at Reduced Price.

Three members of the Cabinet having recommended the sale of wheat at \$1.50 to reduce the cost of living, the President called upon Julius H. Barnes, wheat director, for information on the practicability and effect of such reduction in price. Mr. Barnes submitted the following report, which in a masterly way disposes of the futile suggestion:

Our people should understand the salient facts regarding the world's wheat situation.

1. Shrinkage in North American promise, since June 1, of probably 400,000,000 bushels.

2. Shrinkage, the result of lesser acreage and of soil deterioration in European wheat and rye production, outside of Russia, a total bread grain yield of 1,500,000,000, against a normal production of 1,900,000,000 bushels.

3. The elimination by war and famine of Russia, Roumania, and India, formerly contributing to consuming Europe, 300,000,000 bushels of grains.

4. The advance in Argentine prices under world demands until today, with longer voyage and higher freights, Argentine wheat costs, delivered in Europe, fully 50 cents per bushel more than American wheat costs delivered in Europe.

5. A broad survey of the world wheat price, actual and guaranteed, in various countries, indicates:

Price Situation.—Average farm price to American wheat grower under the guarantee price—\$2.05 per bushel.

Average farm price in the United Kingdom during the last calendar year—\$2.23 per bushel.

Average farm price for four big producing countries, United States, Canada, Argentina and Australia, producing 1,500,000,000 bus.—\$1.94 per bu.

Average grower price (largely guaranteed) of Europe's fifteen consuming countries, producing 800,000,000 bus. of wheat—\$3.75 per bu.

Average of all wheat growers, weighed according to the size of their contribution to the total crop of the world, works out an average world grower price of \$2.46 per bushel.

6. The farm movement. This new crop to July 25, has already totaled 108,000,000 bushels, and of this, at the guarantee price, the grain corporation has bought not over 15,000,000 bus. It has no authority in law to get it except by purchase from growers who cannot find a better buyer. For four months there have been buyers above the guaranteed basis.

7. Nothing supports the theory of intimate relations and influence between wheat price and other foods. In 1917 wheat sold, Chicago, in May, at \$3.45, while corn sold at \$1.74. In September the stabilized fair price of wheat was inaugurated at \$2.17 and continued for months, while corn had advanced, selling during September at \$1.95 to \$2.24, and continuing during the succeeding months of October and November in the neighborhood of \$2.

8. Governments Lose Money. — Britain, France and Italy all have artificially reduced flour and bread prices, buying their raw material at the world's price and absorbing the loss by national taxes. Any sale of wheat or flour by us at reduced prices to them would only save their national treasuries, while depleting ours, and without any possible reflection in the bread price to their people, which is already fixed.

9. In America flour is 50 per cent of final wholesale cost of bread and 50 per cent is made up of labor, other ingredients, and delivery. Roughly speaking, to reduce the 10-cent loaf of bread to 9 cents, 65 cents per bushel must be taken from the price of wheat. If flour were supplied to bakers free (the present cost of labor and other materials remaining the same) we could hardly attain a retail 5-cent loaf.

Bread Cheapest. Bread fortunately is already the cheapest item in the diet. At 265 pounds of flour per person per annum flour alone covers between 35 and 40 per cent of the entire diet, in terms of calories. In other words, about \$16 per year buys over one-third of the individual's food, and if all other foods were at the same rate the total cost of food per person per year would be about \$50, or a total national food bill of \$5,000,000,000 instead of \$18,000,000,000 as at present calculated.

This, of course, is impracticable, but let us spend a few millions in teaching housewives, and throughout schools, how and what to buy to get food value at reduced expenditure and without sacrifice of taste and palatability.

Fortunately, even with our crop deterioration, America has secured a large crop, and if with later developments a world price is indicated lower than the guaranteed basis, the wheat director will not hesitate to readjust American flour prices at the expense of the national treasury as authorized by congress, but the wheat facts outlined herewith and not generally understood, would perhaps create the impression that higher prices than the guaranteed basis are to be expected.

Will Accumulate Surplus. In the present disjointed state of world influences of supply and demand we are justified in definite plans to try and stabilize wheat from rising above the guaranteed basis, if possible. There is no authority for maximum prices, but there is natural protection for the consumer.

We shall, during the crop moving period, accumulate a national surplus—as a stabilizer against later, perhaps insufficient, farm deliveries, and for resale without national profit.

Last year 80,000,000 bus. of grain corporation reserves were sold in the spring to American mills, and did control flour prices within bounds. This reserve will be maintained and our shipments abroad governed for the protection of our home requirements.

The grain corporation is now buying new crop flours at lower, by \$1 per barrel, than any price ruling in the last four months, and these flours will be for resale in any city where prices are found improperly high. Retail prices of flour will soon reflect the influence of the new crop now moving.

## Face the Issue Squarely.

Organized labor has raised the issue of taking the industries away from private ownership and turning them over to organized labor to run. Congress is upset over it. President Wilson has abandoned his League of Nations to give it consideration, and the entire nation is approaching a paralysis that is going to hurt us all.

The time for dilly-dallying is not now. The citizens of the United States must face the issue squarely. The day for pussy-footing politicians is at an end. The reign of fear which the minority has held should be a thing of the past.

These United States were built upon a platform of letting the majority rule. Sometimes, the majority sits back and permits the minority to run things. But, when the people—the great majority—takes hold it decides an issue conclusively and finally, and it never makes a mistake.

This is the time for the majority to step in and take hold once more. This is the time for a fearless seizure of the reins of government by the real ruling class—the preponderance of the population.

Organized labor, by its own admission, has only 2,500,000 membership—less than two per cent of the population. Of this number more than one-half are not CITIZENS. It is doubtful, and past elections have proven it, if the remaining citizenship of the remaining one-half can CONTROL one-half the votes of that citizenship. Organized labor, therefore, is a small MINORITY.

If the industries of this country are to be turned over to this minority and the MAJORITY is to submit to this dictatorship, let the majority SAY so.

We have a ballot in this country. Use it on this issue. Don't let a mere handful of citizens, controlled by an UN-VOTING, NON-CITIZENSHIP element decide for us.

Fight out the issue on the public platform, the soap boxes and in the newspapers. Conduct a campaign of education, each side presenting its case. Then VOTE on it and let the MAJORITY say whether it shall submit to the wild fancies of a few.

Organized labor—the minority—has raised the issue. Let us meet it squarely and SETTLE it, once and for all. To evade the issue now is simply postponing the day of disaster.—From the Black Diamond.

AMOS McCAMPBELL, aged 75, at one time operating a line of brokerage offices, died recently on his farm near Harrodsburg, Ky., after a protracted illness.

REGULATIONS restricting the importation of foodstuffs into Newfoundland have been canceled. This does not apply to the importation of wheat flour, the regulation covering this still to remain in effect.

THE POSTAL TELEGRAPH CO., thru Pres. Mackay, has announced a cut in telegraph rates to the level which prevailed before Burleson made the 20 per cent increase. The Western Union will maintain the 20 per cent increase.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

**P. C. C. & St. L. R. R.** in list 34 cancels list 33 of Freight Tariff Publications, issued July 1.

**N. P. R. R.** in Sup. 3. to 340-F gives rates on grain and its products from points in N. D. and Mont. to points in Ill., Wis., and Mo., effective July 28.

**P. C. C. & St. L. R. R.** in I. C. C. P. 1332 cancels I. C. C. P. 1172 and I. C. C. 113, Sup. 1, and gives rules and regulations governing car demurrage, effective July 20.

**C. & E. I. R. R.** in Sup. 1 to 7725-B gives joint rates on grain, carloads, from stations on the C. & E. I. R. R. to points in Indiana, Michigan, and Ohio, effective July 17.

**C. B. & Q. R. R.** in Sup. 20 to 3662-F, cancels Sup. 19 and gives rates on grain, grain products, and seeds including general arrangements for stopping in transit to shell and clean, effective July 29.

**U. S. Railroad Administration** in Sup. 14 to Circular 1-N of Western Freight Tariff Bureau names the rules, regulations, and exceptions to classifications, effective Aug. 25, except as noted in individual rules.

**C. & E. I. R. R.** in Sup. 7 to 6639-C, canceling Sup. 6, provides rules governing milling and malting in transit privileges on grain and grain products, at stations on the C. & E. I. R. R., effective Aug. 27.

**C. B. & Q. R. R.** in Sup. 2 to G. F. O. 12844-B, and **Mo. P. R.** in Sup. 2 to 6454-A, gives rules governing storage and charges, applicable to freight in carload and less than carload lots, stored in or on railroad premises, effective Aug. 17.

**U. S. Railroad Administration** in Sup. 22 to 20-J cancels Sup. 21, and names local and joint terminal charges, rules, and regulations from or to points within the Chicago district, on out-bound and in-bound freight traffic, effective Aug. 30.

**C. & E. I. R. R.** in Sup. 14 to 622-D gives joint and proportional rates on grain and grain products from stations on the C. & E. I. R. R. to points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., O., Pa., R. I., Ver., Va., W. Va., and points in Can., effective Aug. 25.

**C. B. & Q. R. R.** in Sup. 33 cancels Sup. 31 and gives rules and regulations including re-consigning rules, restrictions as to acceptances of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, and refrigeration, effective Sept. 1.

**C. & E. I. R. R.** in Sup. 15 to 622-D, canceling 622-D and Sups. 2, 11, and 14, gives joint and proportional rates on grain and grain products from stations on the C. & E. I. R. R. to points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., O., Pa., R. I., Ver., Va., W. Va., and points in Can., effective Sept. 1.

**C. E. & E. I. R. R.** in 8650 gives joint and proportional domestic and export rates on grain, grain products, and grain by-products, also cotton seed, cotton seed ashes, and cotton seed hull bran, from stations on the C. & E. I. R. R. to points in Conn., Del., D. C., Me., Md., Mass., N. H., N. J., N. Y., O., Pa., R. I., Ver., Va., West Va., and points in Can., effective Sept. 1.

**C. & E. I. R. R.** in Sup. 12 to 622-D gives joint and proportional rates on grain and grain products from stations on the C. & E. I. R. R. to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Louisiana, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, West Virginia, and points in Canada, effective Aug. 5.

**C. & E. I. R. R.** in Sup. 11 to 622-D gives joint and proportional rates on grain and grain products from stations on the C. & E. I. R. R. to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Louisiana, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, and points in Canada, effective Aug. 1.

**C. I. & L. R. R.** in Sup. 3 to 518-A, I. C. C. 3789, cancels Sup. 2, naming joint proportional and reshipping rates on grain, grain products and grain by-products, carloads, from stations on the C. I. & L. R. R. to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and points in Canada, effective August 25.

**C. & E. I. R. R.** in Sup. 3 to 622-E gives local, joint, and proportional rates on grain, grain products, and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (flax Hungarian, and millet), and red top seed chaff, from stations on the C. & E. I. R. R., also from Cairo, Ill., (via M. & O. R. R.), Joliet, Ill., (via E. J. & E. R. R.) and Momence Transfer, Ill. (via C. M. & G. R. R.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., and Wis., effective Aug. 31.

**C. & E. I. R. R.** in 622-E, canceling 7575-B and 622-D, gives local joint and proportional rates on grain, grain products, and grain by-products, also on broom corn, green corn, corn cobs, cotton seed, seeds (flax, Hungarian, and millet) and red top seed chaff, from stations on the C. & E. I. R. R., also from Cairo, Ill. (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. R. R.) and Momence Transfer, Ill. (via C. M. & G. R. R.), to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, and Wisconsin, effective Aug. 1.

**C. & E. I. R. R.** in Sup. 1 to 622-E gives local, joint, and proportional rates on grain, grain products, and grain by-products, also broom corn, green corn cobs, cotton seed, cotton seed ashes, seeds (flax, Hungarian, and millet) and red top seed chaff, from stations on the C. & E. I. R. R., also from Cairo, Ill., (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. R. R.), and Momence Transfer, Ill. (via C. M. & G. R. R.) to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, and Wisconsin, effective Aug. 31.

### Carrier Not Liable for Delay in Shelling.

Plaintiff, Fay, was engaged in shipping corn from Oxford, Tiffin and Iowa City, Ia., to Chicago over the line of defendant, C., R. I. & P. Ry. Co. Ten cars loaded in August and September, 1912, did not arrive at destination until after 4 to 7 weeks had elapsed, tho the usual and agreed time is 5 days, and when stopped to shell, 7 days.

More than four months elapsed after arrival before claims were filed on three of the cars; but plaintiff argued that defendant had waived this failure to comply with the conditions of the B/L.

The Supreme Court of Iowa on July 1, 1919, held that the railroad company could not waive the 4-months' limitation, as it would be unlawful discrimination in favor of the shipper.

The corn was billed "Stop to shell at Davenport." The shelling was done by the Davenport Elevator Co., in which the railroad company had no interest. The shelling charges were entered on the freight bill and paid with the freight by the commission merchant at Chicago and charged to the shipper. The shipper alleged that the carrier in its tariff held itself out to do shelling, but the tariff showed the shelling to be permissive and did not obligate the carrier to do the shelling.

The record shows that in most instances three weeks elapsed from the time the cars were delivered to the elevator at Davenport before the elevator company finished shelling. The court therefore reversed the decision of the lower court and held the carrier not liable. —173 N. W. Rep. 69.

THE STRIKE of grain workers at Rotterdam, Holland, has been ended.

"THE FARMERS of inter-mountain states are refusing to sell their wheat at the government guaranteed price, and several mills in this district are idle," says a dispatch from Ogden, Utah.

### On Change 54 Years Ago.

A Twelve Course Banquet!

A thing of the past in this war-stricken period of Food Control and appetite regulation. But the "Old Timers" on the Chicago Board of Trade will remember the night when Stuffed Chicken, Roast Ham, Baked Lamb, Lobsters and White Fish were all served at one meal, with a choice of Prairie Chicken, Mallard Duck, or perhaps Teal Ducks as a side dish.

The night I speak of is a memorable one, August 31, 1865, when the Chamber of Commerce dedicated its second building and the Board of Trade first took its standing in the community as an important factor in the speedy conduct of business. Glance over the menu reproduced herewith, and you will sigh for those good old days.

The menu reproduced herewith was printed on heavy white silk and evidently has had very good care as it is still in good condition. For years it was the property of the chef who prepared the dinner. Recently it fell into the hands of W. H. Richardson of the Regel Sack Co., Jersey City, N. J., who suggested that we favor our readers with this peek into the past.

Tracing the organization of the Chicago Board of Trade back to its very conception, we find in 1848, before the period of the iron-horse, before the event of the 1,000,000 bushel elevator and in the days of elevators operated by horse power, a group of thinking men who were far sighted enough to peer into the future of the great city of the middlewest and realize the need of an organized market for better distribution, exchange and promotion of all enterprises. So an invitation was sent to all Chicago Merchants in general, asking them to attend a meeting on March 13, 1848. It was at that meeting the need for a chamber of commerce was set forth in a resolution. A constitution was drawn up and the by-laws written. The real organization of the first Chicago Board of Trade took place in April 1848 with a total membership of eighty-two. The sessions held in a room on South Water Street (rent \$110 a year) were only one hour in length starting at 10 a. m.

In that very ancient day the Board of Trade did not deal in grain and hog products alone, but anything from 10-penny nails to real estate. Members were admitted and could bring their friends on 'change, while the Press was voted honorary members. Mr. Thomas Dyer was the first President.

In August 1865, just after the Civil War, the new Chamber of Commerce was built and the Board of Trade passed out of the stage where free lunches had to be served to induce members to attend the meetings. Conditions became quite different under the new order. Membership cards were issued, and for the first time it was looked upon as an honor to be a member of the trade organization.

It was on the occasion of the celebration of this transition that the famous banquet was served, the Menu of which is reproduced herewith. Such elaborate preparations had never been heard of since the days of Pompous Rome—the sum of \$25,000 was spent to entertain guests at the inauguration of the new Chamber of Commerce. Three hundred invitations were sent to representatives of outside commercial bodies, and the response in attendance was gratifying. The occasion was one that developed into undue hilarity, during its three-day program, and brought bitter criticism from the Press.

The first day of the exercises included the formal inaugural ceremonies in the new hall, which was located at La Salle and Washington Streets, and in the evening a concert at Crosby's Opera House. Thursday, the following day, the steamer Planet was secured for a lake excursion, the guests returning to the Chamber of Commerce in the evening for the Inaugural Banquet. A sight seeing trip was taken on the following day with the wind



up of the festivities in the evening at the Chamber of Commerce where a Grand Ball was held. The Press comment on the whole affair said that it was the most prolonged and successful festivity ever held in the west.

The building was of Athens Marble, altho not following strictly any style of Architecture, but was, with only one exception, the most pretentious and substantial edifice in the City. It was plain, symmetrical in proportions and massive in style. The Exchange hall was on the second floor and was equipped with large reflectors for use during the evening sessions.

The building did not have long to serve, however, for the great Chicago Fire of 1871 left only the bare walls. It is needless to say that all records were destroyed as well as the records of the different firms operating on and near the board of trade. The losses were inconceivable, but the organization was not to be wiped out. Many members lost their homes as well as their offices. When the first paper was issued after the terrible calamity, a notice appeared calling the members of the Chamber of Commerce together for a reconstruction meeting. J. W. Preston, President at the time of the fire, led the way to the re-establishment of the 'change. Temporary rooms were occupied, but business went on. On Oct. 9, 1872, just one year after the great fire, the board of trade moved into the new Chamber of Commerce building, built where the former building had been located. This served for ten years until the membership increased and the directors realized that a larger and more modern building was needed.

In 1881 the first plans for a new building were submitted to the members, and the boast was that "Marshall Field's store could be put on the exchange floor and would not touch the sides or the top," which would mean something today. The work was begun in 1882 at La Salle and Jackson Boul., where the Board of Trade now stands, and the matter of expense was not considered. The first estimate on the cost of the building was \$786,000, but before its completion, \$1,250,000 had been spent.

As the building neared completion in the spring of 1885, elaborate plans were laid for the inaugural celebration. Invitations were issued, not three hundred this time, but four thousand, including members of foreign trade markets. Plans were laid for a banquet at the Grand Pacific Hotel to cost \$20 per plate, —there was no Food Administrator in those days. The building was open to business on April 30, 1885, under the presidency of W. Nelson Blake, and is still serving the purpose of the Board of Trade. Many members are active now in promoting the building of a bigger, better and more typical edifice. The growth must continue.

WHEN SAMPLES of wheat under dispute are forwarded to the Grain Corporation, the organization will advise both buyer and seller of their opinion as to proper grade and dockage. In case of sample wheat on which there is a dispute as to the proper price, the Grain Corporation will express an opinion as to the relative value of such sample wheat as compared with the guaranteed basis standard No. 1 price. Such sample will then be held for submission to the Wheat Director in case of appeal within ten days, as provided in this clause of the contract.

ACCORDING TO THE THIRD forecast of the 1918-1919 wheat crop, just issued by the Indian department of statistics from Calcutta, and based on reports covering 98.6 per cent of the total area under this grain in India, the total area is estimated at 23,566,000 acres, as against 35,357,000 acres at a corresponding date a year ago, or a decrease of 83 per cent. The total yield is estimated at 7,407,000 tons, as against an estimated 10,181,000 tons a year ago, or a decrease of 27 per cent. This estimate falls short of the final revised figure (9,922,000 tons) of last year, by 25 per cent.



August 31st, 1865

## Soups

Mock Turtle Soup, Tomato Soup

## Fish

Boiled Trout, Lobster Sauce  
Broiled White Fish  
Bass, Baked and Stuffed

## Cold Dishes

Boned Turkey  
Duffield's Ham  
Cold Prairie Chicken  
Beef Tongue

## Hot Reliebes

Stuffed Chicken  
Roast Beef  
Roast Ham, Champagne Sauce  
Broiled Chicken, Oyster Sauce  
Roast Lamb, Mint Sauce

## Relishes

Celery  
Raw Tomatoes  
Cold Slaw  
Olives  
Currant Jelly  
Cucumbers

## Side Dishes

Spring Chicken Broiled  
Fillet of Beef, Roasted  
Prairie Chicken, stuffed, a la Dauphin  
Chicken Salad  
Lobster Salad  
Baked Macaroni  
Lamb Chops, Broiled

## Vegetables

Mashed Potatoes  
Green Corn  
Sweet Potatoes  
Stewed Tomatoes  
Summer Squash

## Game

Roast Prairie Chicken  
Roast Wood Ducks  
Broiled Teal Ducks  
Broiled Prairie Chicken  
Roast Mallard Ducks

## Pastry

Charlotte Russe  
Blanc Mange  
Jelly Rolls  
Fruit Jelly  
French Cream Cakes  
Champagne Jelly  
Rum Jelly  
Pound Cake

## Confectionery

Macaroons  
Mottoes  
Jelly Tarts  
Peppermint Drops  
Jelly Cake  
Boston Cream Cakes  
Lady Fingers  
Broiled Almonds  
Sponge Cake  
Kisses

## Dessert

Almonds  
Grapes  
Oranges  
Raisins  
Pears  
Apples  
Peaches  
Filberts  
English Walnuts  
Vanilla Ice Cream  
Lemon Ice  
Lemon Ice Cream  
Chocolate Cream

## Coffee

ORNAMENTS AND FLOWERS



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Little Rock, Ark.—The Joe Daniel Mill & Elevator Co. is erecting a wood and metal 50,000-bu. elevator, and a 500-bbl. meal, chop and mixed feed mill. The buildings are under construction, and are expected to be finished by Dec. 1. The capital stock of the company is \$100,000, instead of \$75,000, as was erroneously announced.

Pine Bluff, Ark.—Guy F. Williams and John F. Weinmann, two millers of Little Rock, have bot the Marco Mills plant from J. Walker Jones, who had bot it a short time ago from the Merchants and Planters Bank. The purchasers will operate the mill and elevator under the present name of Marco Mills, and are at present organizing a \$250,000 stock company. The plant has a capacity of 1,200 bbls. of meal, 10,000 bags of chops and 4,000 bags of mixed feed daily, and a storage capacity of 75,000 bus.

## CANADA

Rockyford, Alta.—I am employed by the Home Grain Co., operating an elevator.—George McCrea.

Midland, Ont.—The Midland Elevator Co. is putting in a million-dollar addition, which will be finished in time to handle this year's crop.

Winnipeg, Man.—Grain Exchange membership transfers: R. J. Noble to J. H. Greene; J. S. Eales to H. C. Pohlson, Chicago; E. Taylor to W. A. Lamson, Chicago; F. V. Haven (2nd membership) to M. Cohen. Registration of firms approved: Cargill Commission Co., Duluth, Minn.; Willard Cumming & Co., Calgary, Alta.; Burdick Bros. & Brett, Ltd., Victoria, B. C.; Lamson Bros. Co., Chicago, Ill.

## COLORADO

Akron, Colo.—The farmers elevator here has just been overhauled by Blevins Bros.

Sterling, Colo.—I have opened an office in this city for the Taylor Grain Co., of Omaha.—J. G. Brennan.

Vona, Colo.—T. R. Anderson, formerly of Sandusky, Ind., is mgr. of the Vona Equity Co-operative Ass'n.

Wiggins, Colo.—The Wiggins Farmers Co-operative Elevator Co. has just had its elevator overhauled by Blevins Bros.

Ft. Collins, Colo.—The Ft. Collins Flour Mills, operated by the Colorado Milling & Elevator Co., will erect a 60,000-bu. concrete elevator.

## IDAHO

A number of grain dealers operating in northern Idaho have asked for a hearing before the Public Utilities Commission with the view of increasing the grain storage rates.

Lewiston, Ida.—The Vollmer-Clearwater Co. has taken over the business of the Lewiston Milling Co., Ltd., Kendrick Warehouse & Milling Co., Vollmer Warehouse & Milling Co. and the Idaho Grain & Tramway Co. There is no change in the management, and business will be conducted as heretofore with the exception of change in name.

## ILLINOIS

Walnut, Ill.—Geo. Rudiger has retired from J. C. Meisenheimer & Co.

Jonesboro, Ill.—Joseph Mayr, Jr., is pres. of the Union Grain & Mill Co.

Galva, Ill.—V. L. Marks is in the employ of Hefebower & Peterson here.

Arlington, Ill.—John J. Prendergrast is now mgr. for the Arlington Grain Co.

Paw Paw, Ill.—The Farmers Ass'n has completed the erection of the elevator.

Dana, Ill.—The Dana Grain Co. is having its elevator covered with galvanized iron.

Gillespie, Ill.—H. Bycroft & Sons have installed a Boss Air Blast Car Loader.

Sycamore, Ill.—The Sycamore Farmers Elevator Co. has bot the elevator of George Eddy.

Atwater, Ill.—George Dooley has succeeded Cleve Corder with the A. B. W. Elevator Co.

Cruger (Eureka p. o.), Ill.—Herbert Marshall, of Cooper, is mgr. of the farmers elevator here.

Emden, Ill.—John H. Hildebrandt has sold his elevator and coal business to a St. Louis firm.

St. Charles, Ill.—The elevator just completed has been opened by M. A. Joshel, of Geneva.

Allendale, Ill.—The Allendale Mill & Elevator Co. has bot the business of Holsen & Dorney.

Colmar, Ill.—The Colmar Farmers Elevator Co. has bot the elevator from P. L. & W. C. Williams.

Brocton, Ill.—The Brocton Elevator Co. has bot the Wright elevator of J. O. Palmer, of Oakland.

Holton (Washburn p. o.), Ill.—The elevator here of Turner-Hudnut Co. is now in operation.

Bethany, Ill.—I am contemplating the installation of a feed mill.—Thos. W. Abrams Grain Co.

Taylorville, Ill.—J. J. Connerly, formerly of Millersville, is now mgr. of the elevator of Twist Bros.

Mechanicsburg, Ill.—The Farmers Grain Co. has increased its capital stock from \$10,000 to \$15,000.

Viola, Ill.—Harvey J. Fritch, sec'y-treas. of the Viola Farmers Grain & Supply Co., died July 10.

Mazen, Ill.—The Farmers Elevator Co. has bot the old A. F. Gilchrist elevator of M. Reichard, of Urbana.

Seneca, Ill.—Frank McCormick, of Marseilles, is mgr. of the elevator of the Seneca Farmers Elevator Co.

Roseville, Ill.—The Co-operative Grain Co. is installing a combined wagon and truck dump at its elevator.

Biggsville, Ill.—Senator Frank E. Abbey has installed a Boss Air Blast Car Loader in his elevator here.

Richardson, Ill.—The Sycamore Farmers Co. has bot John H. Marshall's elevator. W. C. Bishop will be mgr.

Colusa, Ill.—T. D. Owings, grain buyer, has suffered a paralytic attack which deprives him of his speech.

Burnett (Buda p. o.), Ill.—The Farmers Co-operative Elevator Co. is expecting to erect a concrete elevator here soon.

Troy, Ill.—A picnic will be arranged for the dedication and opening of the elevator of the Troy Farmers Co-operative Co.

Calro, Ill.—I am elevator supt. for the Sutherland Flour Mill Co. and was formerly with the Hastings-Stout Co.—S. J. Toler.

Palmyra, Ill.—John W. Duncan, a member of the firm of Duncan Bros., died July 23 at the home of his daughter in Jacksonville.

Tolono, Ill.—The Horton Bros. & Co. elevator is nearing completion and will be ready for grain by the time all the wheat is threshed.

Gifford, Ill.—The Gifford Elevator Co. is erecting two block silos for oats storage bins, and is making other general improvements.

Middlebury, Ill.—J. M. Bergeson is building a 15,000-bu. elevator of hollow tile, which he expects to have completed in two weeks.

Jerseyville, Ill.—H. S. Daniels and H. G. Neely have bot the elevator of Groppel & Schneider and will add a fireproof warehouse.

Glasford, Ill.—A portion of the floor of the elevator of Glasford-Banner Co. caved in July 30 under the weight of a large amount of grain, which had to be moved in order to repair the elevator.

Goodwine, Ill.—Goodwine Grain Co. changed name to Goodwine Co-operative Grain Co. Capital stock increased from \$5,000 to \$40,000.

Weldon, Ill.—William Susdorf will succeed C. E. Groves as mgr. of the Weldon Grain Co., Mr. Groves having retired to take a few weeks rest.

Newman, Ill.—The Farmers Grain Co. will hereafter be known as the Farmers Grain & Lumber Co., and will open a lumber yard at once.

Atwater, Ill.—The A. B. W. Community Elevator Co. has installed Boss Air Blast Car Loaders in their elevators here, at Womac and at Barnett.

Gilson, Ill.—The Gilson Farmers Co-operative Co., incorporated; capital stock, \$20,000; incorporators: W. H. Jaques, Bert Pickrel, Leo B. Woolsey.

Duval (Shelbyville p. o.), Ill.—L. E. Powell has taken his son Raymond Powell in partnership with him. The company is now L. E. Powell & Son.

Grayville, Ill.—Ed Lehman, an employee of the Ill. Central R. R., was severely injured when he was caught under the dump of the elevator of Prunty & Fleber.

Peoria, Ill.—Have moved our home office from Bloomington to Peoria, and Mr. Slick will be permanently located here.—A. C. McKinley, mgr., L. E. Slick.

Peoria, Ill.—The Bowman Grain Co., of the Board of Trade, has secured the ground on which formerly stood the old Iowa Elevator, and will build an elevator.

Forest City, Ill.—The Forest City Grain Co. has changed its name to Forest City Co-operative Grain Co., and increased the capital stock from \$6,000 to \$44,000.

San Jose, Ill.—The San Jose Co-operative Co., dealers in grain and coal, and recently organized, with G. Brower as mgr., is doing a fine business in wheat.

New Berlin, Ill.—Arthur Harris and Edward Munson, who were mgr. of the Farmers Grain Co. and the Central Illinois Grain Co., respectively, have exchanged jobs.

McClusky, Ill.—The officers of the McClusky Grain Co. are: H. H. McClusky, pres.; R. T. Landon, treas.; Eugene Everts, sec'y; J. R. Johnston, mgr.—J. B. Johnston.

Minonk, Ill.—Lloyd Memmen has bot the interest in U. B. Memmen & Co. which was owned by R. B. Stoddard. The firm will now be known as U. B. Memmen & Son.

Mt. Olive, Ill.—Andrew J. Keiser, 74 years old, operator of a mill and elevator here and of an elevator at Worden, died recently leaving his wife, three sons and three daughters.

Cooper (Washington p. o.), Ill.—Herbert Marshall, who has worked at the farmers elevator for years, has gone to Cruger, where he will become mgr. of the farmers elevator there.

Arcola, Ill.—John M. Ernst & Son are planning to improve their elevator, build a mill and a large storage warehouse. It is hoped to have the improvements completed in 35 days.

Joliet, Ill.—P. D. O'Connor, formerly with the Arlington Grain Co. at Arlington, has succeeded L. T. Feehery, of E. J. Feehery & Co. Mr. Feehery is now in charge of the office at Jefferson, Ia.

Pearl, Ill.—We are no longer in the grain business. The plant which was owned by my brother, A. M. Applegate, now deceased, was bot by Otto Retzer who is now operating it.—Mary A. Whalen.

Paxton, Ill.—The Paxton Cereal & Seed Co., incorporated; capital stock, \$20,000; incorporators: W. H. Westbrook, Wm. Westbrook, Jr., Chas. R. Cruzen. The company has leased the elevator of Risser & Rollins.

Chenoa, Ill.—John N. Balbach has given up his position as mgr. of the Meadows Grain & Coal Co. His place will be taken by Emanuel Oyer, pres. of the board of directors, until a permanent mgr. is selected.

Troy, Ill.—Troy Grain Co., John Bernhardt, pres.; William Wittman, sec'y; Harry Taake, mgr. We are using portable elevator until concrete elevator is completed; handled 30 cars wheat in 10 days.—Troy Grain Co.

Prairie du Rocher, Ill.—The Farmers Elevator Co., which bot the elevator and estate of the old Nanson Com. Co. a year and a half ago, is still in business with the original officers. Lawrence J. Curratt remains as mgr.—F. H. Moskop.



Shobonier, Ill.—Geo. C. Layman, of Greenville, has been here for the past week organizing a Farmers Grain & Produce Co. It is rumored that the new company may buy the elvtr. of Telger & Elmore.

Troy Grove, Ill.—Our new elvtr. is nearly completed. It is iron-clad, equipped with two dumps and two stands of legs. Its additional capacity of 25,000 bus. will make our total capacity 40,000 bus.—Co-operative Grain & Supply Co.

Cisco, Ill.—The elvtr. of the Cisco Grain Co. succumbed to the pressure of an unusually heavy load and spilled about 3,000 bus. of wheat on the I. C. tracks. The grain was recovered with little loss, and the bin can be repaired easily.

Pesotum, Ill.—The elvtr. of Davis, Burton & Gardner burned July 27, destroying 6,200 bus. of wheat, corn and oats. The fire is thought to have resulted from spontaneous combustion in a dust box. The firm is doing business temporarily at J. T. Reineke's elvtr.

Sparta, Ill.—The building of the elvtr. of the Farmers Co-operative Elvtr. Ass'n has been completed, and machinery will be installed as soon as it arrives. The building is of concrete, with a capacity of 10,000 bus. The officers of the company are: W. M. Beattie, pres.; H. E. McKelvey, sec'y; Charles Lamb, mgr.

Alhambra, Ill.—Our elvtr. is a co-operative organization, with 135 subscribers. The building is not yet completed; capacity will be 15,000 bus.; power will be furnished by two 12-hp. gasoline engines. Officers are: A. W. Gehring, pres.; Adolph Wetzel, sec'y; Philip Crane, treas.; A. E. Bayer, mgr.—Alhambra Grain & Feed Co.

Glasford, Ill.—A bin burst in the elvtr. of A. Lightbody & Son July 23, spilling about 1,200 bus. of wheat thru the floor. Mgr. L. A. Lightbody, with helpers, worked all night loading the grain into an empty car. The bin was a new one, and the accident is thought to have been the result of a defect in the bracing system.

Little York, Ill.—Wayne Bros., who bot the elvtr. of the Little York Grain Co. recently, are installing a 10-ton truck scale. C. M. McGinnis, who was formerly interested in the elvtr., will devote his time to his farm. P. H. Shugart, who has been connected with the elvtr. for about 30 years, has made no plans as yet.

Fogarty (Lincoln p. o.), Ill.—The quick action of a motorman and several passengers on a passing trolley saved the elvtr. of the Farmers Grain & Coal Co. from burning Aug. 7, when a high-tension wire belonging to the traction company loosened, short-circuited, and fired the roof of the dynamo room of the elvtr. Between 12,000 and 14,000 bus. of wheat was in the house at the time.

Bethany, Ill.—Because of a broken stay rod a partition gave away between a loaded bin and an empty one in our elvtr., the wheat going thru with such force that it forced out a section of studding on the outside wall of the empty bin, spilling about 3,000 bus. on the right of way. We opened a window into our 10-ft. concrete basement, and soon had the wheat below with only a trifling loss of scattered wheat, and a probable expense of \$200 to \$300 for repairing the building.—Thos. W. Abrams.

New members admitted to the Illinois Grain Dealers Ass'n are: Carl D. Menzie Grain & Brokerage Co., Indianapolis, Ind.; Ridgeway Flour Mills, Ridgeway, Ill.; Gooch Bros. & Co., Bellflower, Ill.; Meredosias Farmers Elvtr. Co., Meredosias, Ill.; W. F. Alford, Girard, Ill.; H. Allhouse & Co., Scioto; H. T. Still & Sons, Piasa; George H. Waller, Maroa; Alyward-Ziegler Grain Co., Stonington; Tyng Grain Co., Peoria; Veninga-Smith Grain Co., St. Louis, Mo.; J. H. Teasdale Commission Co., St. Louis, Mo.; Schreiner Grain Co., St. Louis, Mo.; Schultz & Niemeier Commission Co., St. Louis, Mo.; Dreyer Commission Co., St. Louis, Mo.; Klosterman-Patton Grain Co., St. Louis, Mo.; Ballard-Messmore Grain Co., St. Louis, Mo.; J. S. Guthridge & Co., Macon; Wegener Bros., Chicago; Northern Grain & Warehouse Co., Chicago; Cook & Milligan, Ivesdale; Jacob Johnson, Gifford; Twin Grove Elvtr., Twin Grove; J. E. Smiddy, La Crosse; F. M. McClellan & Co., St. Louis, Mo.; Riordon-Martin & Co., Chicago; Toberman Mackey & Co., St. Louis, Mo.; F. H. Barkley & Co., Decatur; Goldberg Grain Co., Indianapolis, Ind.

## CHICAGO NOTES.

James E. Cairns and Earl O'Neill have been admitted as general partners to Jackson Bros. Co.

Board of Trade members are trying to have a new clearing-house system adopted, and the directors have ordered the change in the rules posted for ballot.

The rate of interest for advances of Bs/L has been set by the finance com'te of the Board of Trade at 6½% per annum, for August, a reduction of ½% from the July rate.

William L. Henderson of St. Paul has been expelled from the Board of Trade by the action of the Board of Directors. The charge was violation of Rule IV, Sections 9 and 10.

Firms doing business on the Board of Trade with a single membership will have to procure a membership for each member of the firm. The directors have decided to post for ballot a rule to that effect.

Chief Grain Inspector Schmidt on Aug. 1 issued orders that samplers will begin work as early as possible in the day, and that all employees must report for work at the hour specified by those in charge.

A numerously signed petition for a change in the system of clearing trades was returned to the petitioners by the directors of the Board of Trade Aug. 6 because the proposed amendments to the rules do not "outline any method that would be practicable."

Notice has been sent out by the inspection dept't that they have been unable to get samples of grain on the C. M. & St. P. Yard employees are on a strike there and refused to allow inspectors to open or close cars. About 76 cars of grain are held there with doors open. The matter will have to be settled by the inspection dept't.

An involuntary petition in bankruptcy was filed in the U. S. District court August 5 by Edward Greenstone against the Star Cereal & Milling Co., and its pres., Herman J. Blunson. In the petition Mr. Greenstone alleges that the company and its pres. have been guilty of conveying and transferring \$50,000 worth of company assets with the object of "concealing them."

Charles Sincere & Co. have opened an office on the ground floor of the Board of Trade and will conduct a general business in stocks, bonds, cotton, grain and provisions. New furniture and equipment has been installed and carpenters and decorators have been busy for the past two weeks in an effort to make the Sincere & Co. office the most attractive on the local 'change. Ben E. Sincere will be associated with the firm.

Sub-inspection stations of the Chicago state grain inspection office have been established in the outlying yards at three points, Clyde, Proviso and Galewood, by the state, in order to give quick service. Formerly the inspection would not begin until the samples arrived at the down-town office along about 10:30. Now as soon as a few cars have been sampled the local inspector begins his work of moisture testing, slewing and weighing, in some cases gaining 5 hours in the delivery of the graded sample to the floor of 'Change.

New members of the Board of Trade are: J. L. Carden, L. C. Dillon, Wm. S. Tomlinson, J. B. Heckendorn, Chester E. Wirt, Harry A. Bingham, Carlisle A. Fleetwood, Alex. McColinn, Frederick E. Fisher, Guy E. Warren, Martin L. Harrison, Chas. Schrachta, Ray S. Van Borg, Robert G. Hopwood, Lucius C. Bowman, Henry G. Scheffler, Edward C. Graff, Arthur J. Meents, Campbell Meeker, Lawrence D. Donahue, Elmer E. Kaiser and W. T. McCray. Members who have applied for transfers are: W. H. Howard, Jesse W. Young, Chas. W. Pratt, Est. of J. W. Murphy, Theo. W. Swift, Tracy L. Turner, D. W. Woodruff, Kennett J. Muir, D. J. Donovan, W. L. Elyure, Est. of Alfred C. Gary, J. Clark Dean, Douglas N. Stevens, James R. Kehlror, Est. of Sam T. Graff, Est. of M. R. Meents, Allen T. Clement, Alex. H. Brown, Est. of Thos. D. Carter, Jr. J. J. Sproules has applied for membership. Memberships are selling for \$9,050, the highest price on record.

## INDIANA

Pershing, Ind.—The Co-operative Elvtr. is now in operation.

Brook, Ind.—Farmers around Brook are organizing an elvtr. company.

Van Buren, Ind.—The elvtr. of the Farmers Equity Exchange has been completed.

Tyner, Ind.—C. E. Summers, of Jefferson, Md., has bot the elvtr. of W. S. Carter.

Warsaw, Ind.—The Little Crow mill and elvtr. which burned recently will not be rebuilt.

Schneider, Ind.—The H. M. Freeman Grain Co. has installed a Boss Air Blast Car Loader.

Liberty Mills, Ind.—Kinsey Bros. have bot the elvtr. formerly owned by the Acme Grain Co.

Yeddo, Ind.—The Yeddo Farmers Grain Co. has a new 50,000-bu. elvtr.—Thomas Glascock, mgr.

Eaton, Ind.—Plans have been made for the formation of a farmers county co-operative ass'n.

Jasper, Ind.—We are erecting a concrete elvtr.; it is nearing completion.—The Victoria Milling Co.

New Paris, Ind.—Farmers of this vicinity are planning the organization of a co-operative elvtr. company.

Cammack (Muncie p. o.), Ind.—The Farmers Elvtr. Co. has let contract for the erection of an elvtr. here.

Rich Valley, Ind.—The Rich Valley Co-operative Co. has increased its capital stock from \$12,000 to \$25,000.

Honey Creek, Ind.—A. A. Stetterton has succeeded Thos. Fleming as mgr. of the Farmers Milling & Supply Co.

Kitchel, Ind.—Kitchel's Elvtr. Co., which sold out several months ago, has filed preliminary certificate of dissolution.

Bunker Hill, Ind.—The elvtr. of the Co-operative Elvtr. Co. is now in operation, according to Jacob Cunningham, pres.

Liberty, Ind.—I am operating the elvtr. which was built and run by Geo. Coughlin, who is now dead.—John F. Carlos.

Windfall, Ind.—The Farmers Elvtr. Co. has purchased material for the erection of an elvtr. and will start work in a few days.

Van Buren, Ind.—I have resigned as mgr. of the Farmers Equity Exchange, and will go to Montpelier Aug. 20.—J. E. Tewksbury.

Wolcott, Ind.—The Farmers Co-operative Co. is operating only its east elvtr., while the west building is being painted and overhauled.

Portland, Ind.—The Tallawanda Grain Co. incorporated; capital stock, \$10,000; directors: C. S. Emerick, C. B. Wilson, C. B. Mooney.

Templeton, Ind.—E. H. Stembel has succeeded Joseph McConnell as mgr. for Kennedy Bros. here. Mr. McConnell is now in business at Atkinson.

Templeton, Ind.—E. H. Stembel, recently connected with the Otterbein Grain Co., at Otterbein, will have charge of Kennedy Bros. elvtr. here.

Kentland, Ind.—Harlan Bros., of Hoopeston, Ill., and Paulding, O., have bot a controlling interest in the McCray Grain Co. C. C. Harlan will be mgr.

London, Ind.—McCorkle & Riley are the owners of the London Grain Co. They bot the elvtr. of the Fairland Grain Co. last fall. A. H. Monson is mgr.

Shideler, Ind.—Farmers Co-operative Co. incorporated; capital stock, \$40,000; incorporators: S. M. Peterson, Wm. E. Gump, Henry J. Williams, Taylor G. Gibson and Noah Brammer.

Petersburg, Ind.—E. J. Whitlock, of the Petersburg Milling & Grain Co., suffered a fracture of one of his toes when he dropped a heavy board on his foot while loading wheat in a car.

Aurora, Ind.—Everett E. McClure has bot the hay and grain business of Charles W. Curtis. Mr. Curtis will go to Crawford, Neb., to engage in the hay and grain business with Roy C. Curtis & Son.

North Manchester, Ind.—Farmers Elvtr. Co. incorporated; capital stock, \$40,000; incorporators: C. C. Dillman, L. A. Catey, Dan Frantz. The directors are now looking for a site on which to put up an elvtr. as soon as possible.

New Palestine, Ind.—Fred W. Ruschaupt has purchased the stock in the New Palestine Grain Co. which was held by J. W. Waltz. Present owners of the company are: F. W. Ruschaupt, Mrs. F. W. Ruschaupt and H. E. Waltz.—H. E. Waltz, sec'y, New Palestine Grain Co.



Greenfield, Ind.—I have bot the New Milling Co. of this place and have changed the name to Hancock Mills & Elvtr. The mill is of 100 bbls. capacity, and has a 30,000-bu. elvtr. attached.—Richard Hagans.

#### INDIANAPOLIS LETTER.

The building used as an elvtr. by Wm. Rouse & Son Co. is to have an additional story built on the bottom. The street is being cut down to 22 ft. below its former level, and the elvtr., which was built 21 years ago, will require another story in order to reach the ground.

The following have been elected to membership in the Indiana Grain Dealers Ass'n: Ross & Richards, Ridgeville (Deerfield p. o.); Hungate Wholesale Co., Fountaintown; Farmers Hominy Mill, Seymour; Farmers Co-operative Elvtr. Co., Peru; Carlisle Grain Co., Carlisle.—Chas. B. Riley, sec'y.

#### IOWA

Geneva, Ia.—I have sold my elvtr.—H. E. Luke.

Neola, Ia.—J. M. Herberger is local mgr. for the Quaker Oats Co.

Arion, Ia.—Gus Anderson has bot the elvtr. of John Abart & Co.

Dow City, Ia.—Gus Anderson has bot two elvtrs. from John Abart.

Villisca, Ia.—D. Whitmeyer has installed a Boss Air Blast Car Loader.

New Hartford, Ia.—Corrigan & Sproque have bot out Van Deest & Heister.

Hartley, Ia.—Harry Broders has bot the plant of the Farmers Elvtr. Co.

Newburg, Ia.—The Farmers Elvtr. Co. is erecting a 60x80 storage building.

Berne (Ute p. o.), Ia.—I am mgr. for the Berne Elvtr. Co.—Charles Z. Mohn.

Mapleton, Ia.—The elvtr. of the Armour Grain Co. burned to the ground July 30.

Pocahontas, Ia.—The Pocahontas Grain Co. will install a grain truck dump soon.

Emerson, Ia.—The Farmers Union is planning to build an elvtr. here very soon.

Truesdale, Ia.—The Farmers Elvtr. & Supply Co. is erecting a 50,000-bu. fireproof elvtr.

Emery (Mason City p. o.), Ia.—E. A. Ames has bot the elvtr. of W. H. Johnston & Co.

Badger, Ia.—T. A. Pfund is mgr. here, with Harry Holley as ass't.—Farmers Elvtr. Co.

Agency, Ia.—A. H. Miller, of Walker, Peebler & Co., of Batavia, is building an elvtr. here.

Huntington, Ia.—C. A. Hoff has bot the 30,000-bu. elvtr. of the Huntington Elvtr. Co.

Sioux Rapids, Ia.—The Ranney Grain & Coal Co. has leased the elvtr. of the Skewis Grain Co.

Atlantic, Ia.—The Rothschild Grain Co. has increased its capital stock from \$100,000 to \$200,000.

Waterloo, Ia.—The elvtr. of the Farmers Co-operative Co. is practically completed and ready to receive grain.

Harper, Ia.—Farmers Union Elvtr. Co., incorporated; capital stock, \$15,000; Joe Linnenkamp, sec'y-treas.

Larchwood, Ia.—A. D. Mooreland has bot the interest of his partners in the firm of Mooreland & Shuttleworth.

Jefferson, Ia.—L. T. Feehery, formerly of Joliet, Ill., is now in charge of the local office of E. J. Feehery & Co.

Sibley, Ia.—We still operate our elvtr. here, but have moved our offices to Sioux Falls, S. D.—L. B. Spracher & Co.

Lytton, Ia.—L. G. Miller, who bot the elvtr. of T. H. French & Co., will operate it under the name of Lytton Grain Co.

Atlantic, Ia.—The Atlantic Mill & Elvtr. Co. has changed from steam to electric power, having installed three 95 h.p. motors.

Earlham, Ia.—Farmers Elvtr. Co. incorporated; capital stock, \$50,000; incorporators: S. T. Golightly, Wm. Ackerman, and others.

Lavinia, Ia.—L. G. Miller, formerly mgr. of the farmers elvtr., has bot the elvtr. of T. H. French & Co., at Lytton, and moved there.

Bode, Ia.—I have given up the position of mgr. of the farmers elvtr. here, and am going into business for myself at Roland, where I have bot the elvtr. formerly owned by Ben Swenson.—C. A. Pfund.

Blencoe, Ia.—Charles Barnes, of Modale, is now mgr. of the Blencoe Farmers Elvtr. Co.

Oyens, Ia.—The Plymouth Milling Co. has begun the erection of a concrete, 20,000-bu. elvtr., to replace the one which burned last month.

Vail, Ia.—Vail Milling Co. incorporated, to operate mills and elvtrs.; capital stock, \$50,000; incorporators: A. J. Adams, William Adams.

Hull, Ia.—H. J. Huberisque, formerly mgr. of the Farmers Elvtr. Co., has left to become a solicitor for the McCaul-Dinsmore Co., of Sioux City.

Roland, Ia.—I have bot the elvtr. of Ben Swenson. It was erroneously announced that this elvtr. was bot by J. B. Mericle, of Toledo, Ia.—C. A. Pfund.

Graettinger, Ia.—I have succeeded J. M. Herberger as local mgr. for the Quaker Oats Co. Mr. Herberger will go to Neola, with the same company.—W. J. Coen.

Morrison, Ia.—We are owners of elvtrs. at this station and did not sell to any Farmers Co., as was erroneously announced. Our elvtr. is not for sale.—P. R. Frazier & Co.

Richards, Ia.—Elmer Wise has taken my place as mgr. for the Quaker Oats Co., and I am going to Graettinger to become mgr. for the same company there.—W. J. Coen.

Modale, Ia.—J. C. Wallace is now mgr. of the Modale Elvtr. Co., and Mr. McElwain is mgr. for the Nye Schneider Fowler Co.—R. C. Hartsock, mgr., Modale Farmers Elvtr. Co.

Germania, Ia.—A. C. Schissel & Co. have bot an interest in three elvtrs. of W. R. Fleming. Arthur Schissel will be supervisor of the three plants, one of which is here, one at Gridley, and one at Dolliver, Ia.

Cedar Rapids, Ia.—The net fire loss of the Douglas Starch Co. was \$1,962,192.85. Under the 90% clause, the liability of the companies is \$1,868,800.47. On table house No. 27 the loss greatly exceeds the insurance of \$410,270.

Batavia, Ia.—A. H. Miller, of Libertyville, has bot an interest in the business of Walker & Peebler, the name of the new firm being Walker, Peebler & Co. Mr. Miller owns two elvtrs. at Libertyville, and is having another one built at Agency.

Ruthven, Ia.—The elvtr. of the Farmers Elvtr. Co. collapsed while workmen were attempting to brace it up. The building was a total loss, but the grain remained in the bins at the bottom of the pit and was saved. A new \$20,000 elvtr. will be built as soon as possible.

Des Moines, Ia.—W. H. Bartz, pres. of the Mid-West Consumers Grain Co., has organized a new firm under the name of W. H. Bartz & Co., which will do a general grain merchandising business. Mr. Bartz was in charge of the cash grain dept. of Harper & Sons for a number of years. The offices of the new company are in this city.

Keokuk, Ia.—O. A. Talbott, of O. A. Talbott & Co., has retired from active business and will make his home in the East. He will be succeeded by his brother, C. B. Talbott, of Laclede, Mo. F. M. Stacy, formerly treas. of the company, has also retired, and will move to Cleveland, O. F. O. Allshouse has been promoted to sec'y of the company.

#### SIoux CITY LETTER.

G. P. Marble, of Chicago, will take charge of the grain soliciting of this territory for the Taylor & Bournique Co.

J. T. Scroggs, of Beresford, S. D., and owner of several elvtrs., will move to Sioux City about Sept. 1, and will conduct his grain business from this city.

Our officers are T. A. Black, pres., Geo. C. Call, vice-pres., James F. Toy, vice-pres., Chas. O. Flanley, sec'y, J. A. Magoun, treas. The million-bu. elvtr. we are now building will be ready about Nov. 1.—F. R. Warrick, mgr., Terminal Grain Corporation.

#### KANSAS

Manhattan, Kan.—The Farmers Union Elvtr. is practically completed.

Alexander, Kan.—B. E. Hall is local mgr. for the Kansas Flour Mills Co.

Centralia, Kan.—The Farmers Union elvtr. has been struck by lightning.

Clyde, Kan.—The Clyde Milling & Elvtr. Co. will soon build a 600-bbl. mill.

Middleton, Kan.—Work has begun on the elvtr. of the Middleton Elvtr. Co.

Iuka, Kan.—J. C. Hogg, mgr. of the Pratt Mills, has installed a new engine.

La Crosse, Kan.—I am local mgr. for the Kansas Flour Mills Co.—J. G. Burrell.

Galatia, Kan.—The Wolf Milling Co. has built a new warehouse here.—H. M. Stover.

Glade, Kan.—The Farmers Union has bot the elvtr. and feed yard of A. W. Armstrong.

Virginia, Kan.—The John Dobbs Grain Co. has sold its elvtr. here to a Kansas buyer.

Bucyrus, Kan.—The Blaker Lumber & Grain Co. is installing a new engine in the elvtr.

Norton, Kan.—Mr. O'Toole has succeeded Mr. Marsh as mgr. of the farmers elvtr. here.

Pleasanton, Kan.—R. E. Bradley is mgr. of the new elvtr. of the Cummins Grain Co.

Burlington, Kan.—The Farmers Cooperative Elvtr. & Merc. Co. is building new offices.

Allen, Kan.—The Farmers Union Ass'n is erecting a 16,000-bu. elvtr. of the W. S. Dickey tile.

Bunker Hill, Kan.—The Shellabarger Mill & Elvtr. Co. has installed a Boss Air Blast Car Loader.

Mankato, Kan.—Contract for the erection of the 16,000-bu. elvtr. for the Farmers Union has been let.

Lenora, Kan.—R. E. Jacobs is mgr. of the elvtr. here owned by J. M. Decker of Concordia, Kan.

Hutchinson, Kan.—The Security Elvtr. Co. has bot the east side elvtr. of the L. H. Pettit Grain Co.

Utica, Kan.—The Farmers Co-operative Union has bot the new elvtr. of the Union Grain Co.

Harper, Kan.—The Harper Flour Mills has installed a Fairbanks-Morse Engine of the Diesel type.

Stanley, Kan.—The Stanley Co-operative Grain Co. is erecting an elvtr. of the W. S. Dickey clay tile.

Satanta, Kan.—The Security Elvtr. Co., with F. A. Sovereign as mgr., has succeeded the Hugtoton Elvtr. Co.

Plevna, Kan.—The Consolidated Flour Mills Co., of Hutchinson, has bot the elvtr. here of the Hinshaw Grain Co.

Lawrence, Kan.—The Kemper Grain Co., of Kansas City, has opened an office here, with H. L. Kuncze as dist. mgr.

Scranton, Kan.—The Farmers Co-operative Elvtr. Co., recently incorporated, has bot the elvtr. of F. E. Michael.

Derry Station (Anthony p. o.), Kan.—S. E. Thompson is mgr. of the Farmers Union Co-operative Business Ass'n.

Hanston, Kan.—The Ling-Vetter Grain & Supply Co. has leased the farmers elvtr. here.—A. H. Ling, Jetmore, Kan.

Jarbalo, Kan.—The elvtr. here owned by Casebeer Sons, of McLouth, burned July 26, destroying about 600 bus. of grain.

Jewell City, Kan.—The Farmers Union has bot the elvtr. of the Seaton Elvtr. Co. and will make a warehouse out of it.

Enterprise, Kan.—We are electrifying water power and putting in electric steam turbine to replace old engine.—Hoffman Mills.

Wichita, Kan.—The Grain Products Co. has moved its offices from Live Stock Exchange Bldg. to the Board of Trade Bldg.

Stockton, Kan.—Our officers are: E. H. Hulse, pres.; Roy Dodrill, sec'y.—D. E. Wallace, mgr., Farmers Union Merc. & Shipping Ass'n.

Yates Center, Kan.—H. J. Nelson will conduct the business of the Woodson County Grain Co., his partner, L. N. Miller, having retired.

Hutchinson, Kan.—The Beyer Grain Co., of Kansas City, has opened a cash grain and mill feed office here, with E. J. Whalen in charge.

Homer (Russell p. o.), Kan.—Pat Crowe has returned from the Army and is now mgr. of the local plant.—Farmers Co-operative Merc. Co.

Macksville, Kan.—The Kansas Flour Mill is installing a Richardson Automatic Scale, and the Davidson Grain Co. is putting a motor in its elvtr.

Attica, Kan.—We bot the elvtr. of the Larabee Flour Mills Co., capacity 12,000 bus., here. Earl Baker, pres.; A. E. Karnes, sec'y; U. B. Heacock, treas.—John P. Charles, mgr., Attica Farmers Union Co-operative Ass'n.



Ashland, Kan.—The Farmers Grain & Supply Co., of which Wallingford Bros. are the mgrs., is installing 10-ton truck scales here and at Sitka.

Severy, Kan.—The Farmers Union Mercantile Co., of which H. T. Ferguson is mgr., has bot the plant and business of the Severy Mill & Elvtr. Co.

Radium, Kan.—The Kansas Farmers Grain & Supply Co. of Radium has raised the cupola and put in an automatic scale, new head and distributor.

Saxman, Kan.—The elvtr. being erected by the Leonard Mill & Elvtr. Co. will be of 140,000-bu. capacity, and constructed of the W. S. Dickey tile.

Montezuma, Kan.—Stanley E. Tuttle died following complications of appendicitis. Three unsuccessful operations were performed since the onset of the infection.

Sabetha, Kan.—The co-operative elvtr. company is erecting a two-story feed and supply store house adjoining the elvtr., the first story to be of concrete and the second of galvanized iron.

Turon, Kan.—C. A. Sweetser has sold his interest in the John R. Mills Co. to the other members of the firm and will embark in the grain business in Hutchinson, Kan.—John R. Mills Co.

Burdick, Kan.—Jay Hausam has sold his elvtr. here to the Walnut Creek Milling Co. of Great Bend. Just recently the Walnut Creek Milling Co. sold the house to a Farmers Elvtr. Co., we understand.—Cal.

Vinland, Kan.—J. G. Johnson is not building an elvtr. here, as was erroneously announced. The Douglas County Farmers Co-operative Ass'n is having new machinery installed in its mill and elvtr. by Mr. Johnson.

Pretty Prairie, Kan.—S. E. Young has bot the elvtr. of the Rock Milling & Elvtr. Co. at this place and will conduct it under the firm name of the Young Grain Co. E. B. Schmitt, mgr. for the Rock Milling & Elvtr. Co., will retire and go into the creamery business and cold storage.

Topeka, Kan.—The Kansas Grain Dealers Ass'n has established a new department, that of traffic and claim adjustment, with offices in Topeka. The object of this department is to handle all rate complaints and claim adjustments of the entire membership thru one office, thus gaining the recognition and prestige that naturally follows organization. Members expect centralization to prove much more effective than the old method of each dealer fighting his case individually. The office is in charge of S. R. Duckett, formerly sec'y of Topeka Traffic Ass'n, assisted by C. C. McCarter, and is under the supervision of E. J. Smiley, sec'y of the state ass'n. Members of the ass'n are urged to support the new dept. by filing all their claims thru that channel, thus reducing the cost by increasing the volume of business handled.

## KENTUCKY

Louisville, Ky.—The Ferncliff Feed & Grain Co. incorporated; capital stock, \$25,000.

Glendale, Ky.—The Glendale Mill & Elvtr. Co., which incorporated about July 1, has a capital stock of \$15,000; officers are: Marion H. Hoover, A. L. Cox, D. B. Lewis.

Hickman, Ky.—The steel and concrete elvtr. of the Hickman Milling & Feed Co. is near completion. H. C. Helm is pres. of the company, and the new elvtr. is one of the best in western Ky.

## LOUISIANA

New Orleans, La.—Lloyd Munkers, who was mgr. of the New Orleans branch of the Hall-Baker Grain Co. of Kansas City before going to France, has returned, married, and reassumed his former duties.

## MARYLAND

### BALTIMORE LETTER.

Baltimore, Md.—The Strong-Scott Mfg. Co. is now installing a very interesting drier equipment in the North Central Canton Elvtr. This contract consists of eight units of 500 bushels each, all of which are of the automatic intermittent discharge type. It is hoped that these eight units will be ready for operation not later than Oct. 1 of this year.

The Locust Point elvtrs. of the Baltimore & Ohio R. R. Co. established a new record for handling grain July 23, when they unloaded 123 cars of wheat, or 164,080 bus., in exactly 9½ working hours.

New members of the Chamber of Commerce are: Edgar A. Holbein, Geo. E. Morrison, Jas. W. Lyon, Jr., Frank J. Otterbein, J. Lee Murphy, Chas. J. Weber and C. S. Thomas. The membership of William Hopps (deceased) was transferred to Baker Waters.

## MICHIGAN

Millbrook, Mich.—Wallace K. Butler has succeeded Stout & Butler.

Manistee, Mich.—The Manistee Flouring Mill Co. has changed its name to the Manistee Milling Co.

Kalamazoo, Mich.—The Kuhns Milling Co., of Coldwater, has succeeded the Kent Milling & Elvtr. Co.

Bach, Mich.—The Sebewaing Co-operative Ass'n has bot our business.—Bach Grain & Lumber Co.

Holt, Mich.—The Young-Randolph Seed Co., of Owosso, is repairing its elvtr. and will ship grain from here.

Monroe, Mich.—The Amend Milling Co. is again in operation, having been closed since July 1 for repairs.

Olivet, Mich.—The Olivet Elvtr. Co. has bot the coal and hay business of Long, Cobb & Co., at Olivet Station.

Watertown, Mich.—Robert Johnson has bot the Watertown Grain Co., which was formerly owned by the Snover Grain Co., of Snover, Mich.

Fowler, Mich.—The Fowler Farmers Elvtr. Co. has let contract for material and will begin work at once, expecting to have its elvtr. completed by Nov. 1.

Concord, Mich.—The citizens of Concord are devising means of assisting A. K. Tucker to rebuild his elvtr. and mill which burned recently, loss, \$30,000; insurance, \$11,000.

Worth, Mich.—We have recently bot a bean buying station here, which will be overhauled in time for the coming crop.—Eli M. Stout, sec'y-treas., Cass Bean & Grain Co.

Bay City, Mich.—We have bot the elvtr. on Vermont and William Sts. and will remodel it and have it ready for the coming crop.—Eli M. Stout, sec'y-treas., Cass Bean & Grain Co.

Parma, Mich.—The Parma Co-operative Elvtr. Co., organized last month, has taken over the elvtr. formerly operated by the Parma Mercantile Co., leasing it from the Michigan Central R. R. Co. Officers of the company are: Homer E. Hogle, pres.; H. C. Prine, sec'y-treas.; Frank Gilmore, mgr.; the stockholders are all farmers of the vicinity.—Frank Gilmore, mgr., Parma Co-operative Elvtr. Co.

## MINNESOTA

Porter, Minn.—F. J. Speight has bot the elvtr. of R. Fisher.

Kasson, Minn.—We do not expect to reorganize.—Farmers Grain & Stock Co.

Hastings, Minn.—The Farmers Elvtr. Co. will build an addition to its elvtr. for a feed mill.

Owatonna, Minn.—A. A. Anderson, formerly mgr. of the Farmers Elvtr. Co., resigned last month.

Gaylord, Minn.—Farmers in this vicinity are contemplating the organization of a co-operative elvtr. company.

Verdi, Minn.—Geo. P. Sexauer & Son will build new coal sheds and flour house here soon.—J. E. Tainter, agt.

Oslo, Minn.—The Oslo Grain & Fuel Co. has bot the elvtr. of the Atlantic Elvtr. Co. here. John E. Olson will be buyer.

Pratt Minn.—The R. E. Jones Co. of Wabasha has bot the elvtr. of McLaughlin Elvtr. Co., and are improving the building.

Delano, Minn.—The farmers of this vicinity have let a contract for the erection of a co-operative elvtr. to cost \$10,000.

Watson, Minn.—Remodeling of the Farmers elvtr. has begun. The office will be moved, and two grain bins built where it was.

Nassau, Minn.—The Farmers Mercantile & Elvtr. Co. has changed its name to Nassau Farmers Elvtr. Co.—C. J. Mundy, mgr.

Silver Lake, Minn.—John Trutan has succeeded W. P. Moran as mgr. of the Farmers Elvtr. Co. Mr. Moran has gone to Delano.

Blue Earth, Minn.—The Farmers Elvtr. Co. has bot another elvtr. from Mr. Nimerfro. The company has also bot one at Ledyard.

Lanesboro, Minn.—People's Elvtr. Co., incorporated; capital stock, \$30,000; incorporators: H. A. Bakke, Peter Abrahamson, G. T. Aske.

Evan, Minn.—We will not put in a cleaner this season, but will change from chain elvtr. to belt.—Wm. G. Nelson, mgr., Evan Elvtr. Co.

Medford, Minn.—We have purchased the grain elvtr. belonging to the McLaughlin Elvtr. Co. here. H. D. Adams is mgr.—R. E. Jones Co.

Spring Grove, Minn.—I have succeeded O. A. Myhro as mgr. of the Spring Grove Stock & Grain Co. Mr. Myhro resigned to farm.—G. J. Sylling.

Charlesville (Tintah p. o.), Minn.—Frances Flynn has resigned as agt. for the St. Anthony & Dakota Elvtr. Co. and I am now agt. at this place.—F. O. Larson.

Woodstock, Minn.—The Farmers' Elvtr. Co., incorporated; capital stock, \$25,000; incorporators: J. C. M. Jahncke, Henry Kellen, Wm. Holdgrafer and others.

Lime Creek, Minn.—The Lime Creek Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators: Garrett Nantkes, H. H. Gehl, F. F. Kirchner, and others of Fulda, Minn.

Annandale, Minn.—Our new elvtr. is now completed. It has a capacity of 22,000 bus., is equipped with Richardson Automatic Weigher, man lift, and Dual Cleaner of 650-bu. capacity. Leslie McClay, mgr., Farmers Co-operative Elvtr. Co.

Delano, Minn.—We are building a 16,000-bu. capacity elvtr. with latest handling devices. We shall also build a feed mill in connection with an attrition mill for custom grinding. Flour and mill products will be handled.—Co-operative Farmers Elvtr. Co.

### DULUTH LETTER.

Progress is being made in the construction of the 1,750,000-bu. house for the Consolidated Elvtr. Co.

Transfer of the Board of Trade membership of Denman F. Johnson to Frank A. Falk, of the Becher, LaBree Co., has been applied for.

Capt. W. L. Beasley, having been discharged after two years' service in the Army, has resumed his former position as buyer for Randall-Gee & Mitchell.

### MINNEAPOLIS LETTER.

Minneapolis, Minn.—The Sterling Grain Co., which recently bot the 550,000-bu. fire-proof elvtr. of the Banner Grain Co., has begun operation, with Ed. Youngren, formerly in the grain inspector's office at Duluth, as supt. of the terminal.

We have sold our seat in the Chamber of Commerce because of poor crop conditions in Montana.—P. F. Brown Co. of Lewistown, Mont.

## MISSOURI

Treloar, Mo.—H. J. Buescher is mgr. of the Farmers Elvtr. Co.

Prairie Lick, Mo.—J. B. Bryan has bot the elvtr. of M. J. Felton.

Pleasant Green, Mo.—Farmers Elvtr. Co. organized; capital stock, \$10,000.

Fortescue, Mo.—Farmers Elvtr. & Milling Co. organized; capital stock, \$15,000.

Pilot Grove, Mo.—The Farmers Elvtr. Co. has bot the elvtr. of A. G. Olson.

Norborne, Mo.—The Farmers Elvtr. Co. has installed a Boss Air Blast Car Loader.

Platte City, Mo.—The Northrup Milling Co. has installed a Boss Air Blast Car Loader.

Barnett, Mo.—The Farmers Elvtr. Co. has moved into its new concrete and stucco office building.

Archie, Mo.—The Farmers Elvtr. Co. is building an elvtr. of the W. S. Dickey tile. Capacity, 16,000 bus.

Daugherty (Eight Mile p. o.), Mo.—R. D. Noell is building a 16,000-bu. elvtr. of the W. S. Dickey tile.

Charleston, Mo.—We have remodeled our elvtr. here, increasing the capacity, adding a new switch, and putting in some new machinery.—Charleston Milling Co.



Waynesville, Mo.—Work is now under way on the mill and 15,000-bu. elvtr. of the Waynesville Mill & Elvtr. Co.

Columbia, Mo.—The Boone County Milling & Grain Co. is now loading wheat with the Boss Air Blast Car Loader.

Mountain Grove, Mo.—D. W. McEwen has leased the Archer elvtr., in which an electric motor is being installed.

Peculiar, Mo.—W. H. Smith is completing an elvtr. here. The plant is constructed entirely of the W. S. Dickey tile.

Humansville, Mo.—The Humansville Mill & Elvtr. Co. is erecting an elvtr. of the W. S. Dickey tile. The capacity will be 10,000 bus.

Tebbetts, Mo.—Dave Rootes has erected a large concrete elvtr., which is in operation for the first time this season. Mr. Rootes runs a mill in connection.

New Hampton, Mo.—The Farmers Grain, Produce & Mercantile Co., incorporated; capital stock, \$40,000; incorporators: F. O. Peasley, Merrell R. Klein, John H. Scott.

Laclede, Mo.—C. W. Schell has succeeded C. B. Talbott as Mo. mgr. for O. A. Talbott & Co. Mr. Talbott has gone to Keokuk, to succeed his brother, O. A. Talbott, as mgr. for Ia.

Ladonia, Mo.—The Farmers Elvtr. Co. will take over the business of E. J. Shobe and build a 16,000-bu. concrete elvtr. The directors are: J. F. Parker, pres.; G. W. Williams, F. A. Lenton, W. G. Bailey and E. J. Shobe.—E. J. Shobe.

Whiteside, Mo.—Whiteside Elvtr. Co., incorporated; capital stock, \$16,000; officers: W. H. Palmer, pres.; R. J. Page, vice-pres.; W. A. Magruder, mgr. and sec'y. The company, composed of farmers, has bot the old elvtr.—W. A. Magruder.

Mexico, Mo.—We have practically financed a 25,000-bu. elvtr. Will likely build this fall, of tile or concrete. Directors are A. N. Day, pres., F. L. Crosby, W. E. Sims, C. M. Fox, Milt Householder, C. W. Pease, C. F. Clark, Earl Cunningham.—Lester J. Miller, sec'y Farmers Co-operative Co.

#### KANSAS CITY LETTER.

Geo. L. Davis, of the Hunt-Davis Grain Co., is a new member of the Board of Trade.

Deliveries of corn on Kansas City July contracts were 194,000 bus. during the month; oats, 88,000 bus.

Mathew W. Ransom, father of F. E. and A. M. Ransom, of the Ransom Coal & Grain Co., died Aug. 1.

R. H. Sturtevant, representing Logan Bros. Grain Co. has bot the Board of Trade membership of C. P. Moss, formerly of the Moss Grain Co., for \$13,500.

The Board of Trade has authorized an increase from  $\frac{1}{4}$ c to  $\frac{1}{2}$ c a bu. in the brokerage allowable to county agts. for local mills and elvtrs. in buying grain. It was found that Minneapolis concerns were paying  $\frac{1}{4}$ c in the southwest, which discouraged buying for Kansas City.

G. M. Vogt, formerly with the Armour Grain Co., is now in charge of the grain dept. of the Larabee Flour Mills Corporation. The Board of Trade membership of F. D. Larabee has been transferred to Mr. Vogt, who was elected ass't sec'y of the organization at a recent annual meeting.

The Associated Mill & Elvtr. Co. will immediately begin the erection of a \$650,000 plant on the ground bot here July 25, according to H. C. Nunn, pres. of the company. The construction work has been awarded to the Lehrack Contracting & Engineering Co., and the contract for equipment went to Sprout, Waldron & Co. The new mill will be 8 stories high, of daylight construction, of a daily capacity of 2,000 bbls., and will have in conjunction a 300,000-bu. elvtr. The headhouse will be able to unload 25 cars a day. The Associated Mill & Elvtr. Co. is being incorporated for 5 million dollars. The plant here is being erected by a subsidiary, the Liberty Milling Co., recently incorporated, and the Kansas City plant will be operated by the Associated Mill & Elvtr. Co. as the Liberty Mill. Officers of the company say they are planning a chain of mills and elvtrs. The first elvtr. acquired is at Wilsey, Kan.

#### ST. JOSEPH LETTER.

Our company is composed of J. F. Herries, of Pawnee City, Neb., and H. E. Herries, formerly with the Mitchell Seed Co. of this city.—Herries Bros. Grain Co.

The Endelman Grain Co. has been organized with \$15,000 capital stock by F. G. Endelman, R. A. Vanier and E. L. Endelman.

We have increased our capital stock from \$10,000 to \$25,000, fully paid up, Mr. Sloan and myself sharing equally the increased stock.—W. W. Simmons, Jr., Sloan-Simmons Grain Co.

#### ST. LOUIS LETTER.

W. H. Hurley, of the W. H. Hurley Grain Co., of Clinton, Mo., has applied for membership in the Merchants Exchange.

Philip Rothrock, who contemplated going into the grain business July 31, has decided to remain as grain supervisor for the Dep't of Agriculture in St. Louis.

Ichtertz & Watson are so well pleased with the success of their Cairo private wire branch house that they are now preparing to open other private wire houses in Missouri cities.

Bert H. Lang, second vice-pres. of the Grain Corporation, addressed a meeting of the grain interests and the Board of Directors of the Merchants Exchange Wed. and discussed the regulations for handling the new crops. Plans for expediting the loading and unloading of cars were also discussed.

#### MONTANA

Ballantine, Mont.—J. R. Larimer is mgr. of the Ballantine Grain Ass'n.

Richey, Mont.—Dale Cook, of Glendive, will be mgr. of the Occident Elvtr. Co. here.

Winifred, Mont.—The Winifred Mill & Elvtr. Co., incorporated; capital stock, \$150,000.

Moore, Mont.—The P. F. Brown Co. has bot the elvtr. of the Western Lumber & Grain Co. here.

Lewistown, Mont.—We have bot the local elvtr. of the Western Lumber & Grain Co.—P. F. Brown Co.

Ravalia, Mont.—W. C. Wilkes is now mgr. of the local branch of the Northern Grain & Warehouse Co.

Burns, Mont.—S. E. Johnson, for three years mgr. of the Farmers Elvtr. Co., has resigned and accepted a similar position at Brandt, S. D.

Forsyth, Mont.—We have changed the name of our company from Musselshell Valley Grain Co. to Yellowstone Elvtr. Co.—Yellowstone Elvtr. Co.

Lewistown, Mont.—P. F. Brown Co., incorporated; capital stock, \$100,000; for the erection of an elvtr. here and engagement in general grain business.

Laurel, Mont.—The J. W. Denio Milling Co., of Sheridan, Wyo., will lease the plant of the Laurel Milling Co., and take possession immediately of the mill and elvtr.

Navajo, Mont.—I am no longer mgr. of the elvtr. of Kanning Bros. here, having resigned to go to Corinth, N. D., where I will be mgr. of the elvtr. of Winter-Truesdale-Ames Co.—O. B. Askelson.

Winifred, Mont.—Winifred Mill & Elvtr. Co., incorporated; capital stock, \$150,000; directors: F. J. Bronckhorst, J. A. Starke, and B. L. Jones. This company will erect and operate a mill and elvtr. here.

Belt, Mont.—The Farmers Mill & Elvtr. Co., incorporated; capital stock, \$40,000; incorporators: A. G. Hay, J. W. Hedrick, S. L. Crane, C. F. Anderson, and others. The Glasser Construction Co. has been given a contract for the building of the new milling plant.

Great Falls, Mont.—Progress on the state terminal elvtr. has been halted by legal difficulties arising from the enactment of the new classification of rural lands as agricultural land, irrigated land and stock land. Funds which were originally intended to meet the elvtr. bonds were to come from the  $\frac{1}{2}$ -mill assessment against agricultural land. It has been decided to have Att'y Gen. S. C. Ford render an opinion as to whether bids cud still be submitted as the basis for a friendly suit to bring the entire matter before the supreme court and determine whether the elvtr. boards can go ahead and have funds from all three classes of rural lands to pay off the bonds. Another phase of the question to be determined is whether the measure must be resubmitted to the people for amendment, or whether the legislature can change the law so as to include all three classes of land as now listed. Hopes of clearing up the situation in time to begin construction work this summer have not been abandoned by members of the board.

Great Falls, Mont.—At a recent meeting of the state warehouse and grain commission, it was decided that Montana grains, other than oats, wheat and corn, will be graded according to the Minnesota standards.

Harlem Mont.—Johnson, Reed & Ekegiern will not open their elvtr. here this season because of poor crop conditions. Mr. Johnson will go to North Dakota, where he is to take charge of an elvtr.

Billings, Mont.—The Montana Grain Growers Ass'n has bot the elvtr. of Ladd & Cousins. Newly elected directors of the ass'n are R. J. Healow, C. W. Daniels, H. Hendrickson, J. E. Glautz and A. C. Rosenow.

Helena, Mont.—When the time came for opening bids for the bonds which the state proposes to issue for raising funds to build the elvtr. here, and which were authorized by a vote of the people last year, there was not a bid on file. There are various opinions as to why there were no bids for this work, and the result of the situation was a meeting July 25 to be held by the state terminal elvtr. board to consider the matter.

#### NEBRASKA

Elsie, Neb.—The J. W. Volte Grain Co. has bot an elvtr. at Grant.

Grant, Neb.—The J. W. Vette Grain Co., of Elsie, has bot an elvtr. here.

Stapleton, Neb.—The farmers of this vicinity are organizing an elvtr. ass'n.

Ragan, Neb.—James Morrison & Co. have leased the elvtr. of W. M. Bruce.

Alda, Neb.—Henry Gress, of North Platte, has opened the Farmers Elvtr. here.

Colon, Neb.—Chas. McFarland has accepted a position at the Farmers Union Co-operative elvtr.

Beatrice, Neb.—The Pease Grain, Seed & Coal Co. will erect a large warehouse and factory building.

West Point, Neb.—The 45,000-bu. elvtr. of the Farmers Co-operative Co. is nearing completion.

Brady, Neb.—Joe Solderman has succeeded H. L. Oldfather as mgr. of the Farmers Co-operative Elvtr. Ass'n.

Beaver Crossing, Neb.—Capital stock of the Farmers Grain Co. has been increased to \$25,000.

Tobias, Neb.—The new 25,000-bu. elvtr. of the W. T. Barstow Grain Co., is now receiving grain.

Hansen, Neb.—The Farmers Grain & Supply Co. has bot the elvtr. of the Lexington Mill & Elvtr. Co.

Dalton, Neb.—Phoebe A. Panabaker bot my elvtr. and I am now with the Bridgeport Lumber Co.—J. A. Miles.

Bruning, Neb.—The Farmers Grain Co., recently organized, has bot my elvtr. and coal business.—M. A. Osborn.

Liberty, Neb.—Ray Ribble is mgr. of the elvtr. of the Wright-Leet Grain Co., which has just opened for business.

Breslau, Neb.—The county elvtr. of J. T. Fletcher has been bot by the Western Grain Elvtr. Co. of Sioux City.

Red Cloud, Neb.—I succeeded Dane Garber as mgr. for the Farmers Union Co-operative Co. Dec. 18, 1918.—G. A. Kailey.

Tilden, Neb.—The Farmers Union Exchange is building a 50,000-bu. elvtr. which will contain all up-to-date equipment.

Fairbury, Neb.—The Farmers Union Co-operative Ass'n is putting in a feed grinding addition and a new motor in its elvtr.

Omaha, Neb.—The Farmers Union of Neb. proposes a terminal elvtr. in Omaha, and membership in the Grain Exchange.

Belvidere, Neb.—The Farmers Elvtr. Co. has bot the plant of the Shannon Grain Co. here. Bert Pike is mgr.—B. C. Willard.

Riverdale, Neb.—The Farmers Co-operative Elvtr. Co., incorporated; capital stock, \$25,000; incorporators: O. G. Knox and others.

Trumbull, Neb.—The elvtr. of the Central Granaries Co. burned recently; loss on building and contents covered by insurance.

Osceola, Neb.—Homer Kimberly has rented the elvtr. of the Dunning Elvtr. Co., and will conduct the business personally. Mr. Kimberly was formerly mgr. for the company from which he rents.



Dakota City, Neb.—Farmers Grain & Supply Co., incorporated; capital stock, \$30,000; W. H. Berger, pres., Elmer H. Biermann, sec'y.

Hampton, Neb.—The elvtr. belonging to the T. B. Hord Grain Co. was opened last week. A. B. Dird, formerly of Phillips, is mgr.

Cordova, Neb.—The Farmers Co-operative Grain Co. recently installed two motors. The Octavia Lumber & Grain Co. has also put in a motor.

Clarkson, Neb.—The elvtr. of the Farmers Union Elvtr. & Supply Co. has been completed. The building is of all-cement construction, 100 ft. high.

Franklin, Neb.—O. C. Thomas has torn down his old elvtr. and is building another, which he expects to have completed in time for the fall crop.

Beaver Crossing, Neb.—J. W. Allen resigned last week as mgr. of the Farmers Grain Co., and is now employed by the Pauley & Bolton Lumber Co.

Lushton, Neb.—A. M. Youst is now mgr. for Van Winkle Grain & Lumber Co. at this place. He did not buy the plant, as was erroneously announced.

Thompson, Neb., July 26.—Wheat is testing from 53 to 60, with most of it between 56 and 59.—A. E. Diggs, mgr., Farmers Co-operative Ass'n.

Tarnov, Neb.—We have let contract to Ryan Construction Co. for the erection of a 25,000-bu. concrete elvtr. at this place.—F. W. Rusek, mgr., Farmers Elvtr. Co.

Edison, Neb.—The elvtr. of W. W. Bruce has opened, with Sam Abraham as mgr., and the elvtr. of Rankin Bros. is now in operation, with E. E. Gockley as mgr.

Grafton, Neb.—The Albers Commission Co., of Omaha, has bot the Real Grain Co. of Emmet F. Real, who will move to Omaha. Frank H. Conrad is agt. for the new owners.

Anselmo, Neb.—The following are the officers of the Farmers Elvtr. Co. Jas. Lindley, pres., C. M. Forsythe, sec'y, W. H. Lewis, W. E. White and Wm. Dickson, directors.

Potter, Neb.—The Bennett Grain Co. has bot the C. W. Johnson elvtr. I have retired from the active grain business because of poor health.—C. W. Johnson.

Crawford, Neb.—Charles W. Curtis, for nearly 50 years in the hay and grain business at Aurora, Ind., will soon move here and go in business with Roy C. Curtis & Son.

Thompson, Neb.—We have bot the Jos. Hamm & Son elvtrs. Our officers are: C. B. Clarke, pres., F. Deffer, vice-pres., A. E. Diggs, sec'y & mgr.—A. E. Diggs, mgr., Farmers Co-operative Ass'n.

Hoag, Neb.—The elvtr. of the Central Granaries Co. burned July 30. The house had not been used for several years and it is thought that sparks from a passing locomotive caused the fire. Loss, \$4,000, fully insured.

Fullerton, Neb.—J. C. Read, formerly mgr. for the Farmers Union Co-operative Ass'n, is retiring from the grain business, and will move to his ranch near Colone, S. D. His successor has not yet been appointed.—C. N. O.

Platte Center, Neb.—The elvtr. of the Farmers Elvtr. Co. is being overhauled, and a cleaner is being installed, which will necessitate the removal of the loading scale from the working to the top floor. Other minor repairs and changes will be made.

Strausville (Falls City p. o.), Neb.—Albert Maust, of Falls City, has bot elvtr. of the Farmers Elvtr. Co. The farmers were forced to sell because the community was not patronizing their elvtr., and because of the car shortage.—Guy C. Lichty, director, Farmers Elvtr. Co.

Omaha, Neb.—W. H. Hoey, mgr. of the mill, and several employes, have bot the stock of Nelson B. Updike in the Updike Milling Co. The name or management of the concern will not be changed. The new officers are W. H. Hoey, pres.; W. D. Hoey, vice-pres.; J. C. Laird, sec'y.; J. R. Nickelson, treas.

Hastings, Neb.—The Neb. Farmers Union Ass'n, of Trumbull, bot the business of the Farmers Union Co-operative Ass'n of Fairfield, and of the Farmers Union Co-operative Ass'n of Inland. With headquarters at Hastings, we

are now operating elvtrs. at Fairfield, Deweese, Trumbull, Inland and Brickton, Neb.—C. W. Frank, mgr.

## NEW ENGLAND

Boston, Mass.—Russell H. Landale has been elected pres. of the American Malt & Grain Co. Providence, R. I.—The hay and grain store of Hurd Bros. burned July 10, entailing a heavy loss.

Suffield, Conn.—Arthur Sikes, veteran grain buyer and elvtr. operator, died of arterial sclerosis July 25, at the age of 68.

Middleboro, Mass.—The elvtr. of Bryant & Soule Co. caught fire from adjacent burning buildings July 30. Little damage resulted.

Somerville, Mass.—Colbert Bros. Co., incorporated; capital stock, \$25,000; incorporators: Thos. F. Colbert, Walter F. Colbert and James A. Colbert.

Billerica, Mass.—Bay State Coal & Grain Co., incorporated; capital stock, \$50,000; C. Fay Heywood, pres., Leonard M. Kieley, Bedford, treas., and H. F. Goodwin.

Boston, Mass.—The strike of grain shovelers employed at the B. & A. elvtr. here has been broken by the employment of men to fill the strikers' places. The strikers were receiving 43 cents an hour, and demanded more. The loading of cargoes is going on without interruption.

## NORTH DAKOTA

Tyler, N. D.—H. W. Worner has bot the elvtr. here.

Crocus, N. D.—The Farmers Elvtr. Co. has bot the other elvtr. here.

Tokio, N. D.—The Farmers Equity Ass'n has begun the erection of an elvtr. here.

New Salem, N. D.—Work has started on the elvtr. of the Farmers Union Elvtr. Co.

Balfour, N. D.—H. C. Sorenson, of Alsen, has bot the elvtr. of E. W. Meinhardt.

Tuttle, N. D.—Geo. Elliott is the new mgr. of the Farmers Elvtr. Co. at this place.

Martin, N. D.—B. G. Southall, who resides at Minneapolis, now runs a 15,000-bu. elvtr. here.

Souris, N. D.—The Kellogg Commission Co., of Minneapolis, has bot the elvtr. of Carl Kirkeby.

Coburn (Sheldon p. o.), N. D.—A new cleaner and safe have been installed by the Farmers Elvtr. Co.

Galesburg, N. D.—C. M. Smestad of Hebron, is the new mgr. of the Farmers Co-operative Elvtr. Co.

McVile, N. D.—H. E. Zeefeld has bot the interest of H. H. Kniefel in the Kniefel & Zeefeld Elvtr. Co.

Poland (Ardoch p. o.), N. D.—The Poland Grain Co. has bot the elvtr. of the Atlantic Elvtr. Co. here.

Revere, N. D.—Charles Sweet is no longer agt. for the Minnesota Elvtr. Co. He has moved to Sawyer, N. D.

Haynes, N. D.—Mr. Wiesner, of Bentley, is now mgr. of the elvtr. of the Haynes Equity Union Exchange.

Devil's Lake, N. D.—Work on the Equity Elvtr. is proceeding rapidly and will probably be finished by fall.

Werner, N. D.—John B. Stol has succeeded Burr Howard as mgr. of the Werner Equity Elvtr. & Trading Co.

Chama, N. D.—Our elvtr. will be finished in one or two weeks.—E. D. Evans, mgr., Farmers Co-operative Elvtr. Co.

Regent, N. D.—The Empire Elvtr. Co. is building an elvtr. to take the place of the one that burned last winter.

New England, N. D.—E. S. Curry has bot an interest in the Empire Elvtr. Co., and will become mgr. of the elvtr. here.

Appam, N. D.—Pete Bjerke, formerly of Flaxville, Mont., is the new mgr. of the Winter-Truesdale-Ames elvtr. here.

Crystal, N. D.—The Farmers Elvtr. Co. is building a new office and the St. A. & Dak. Elvtr. Co. is installing an expert cleaner.

Litchville, N. D.—The Equity Co-operative Exchange, of St. Paul, has bot the elvtr. of Louis Skagen. H. D. Hunter is local agt.

Souris, N. D.—The Souris Farmers Elvtr. Co., incorporated; capital stock, \$15,000; incorporators: J. H. Vorachek, B. Lander, and others.

Shields, N. D.—The Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators: W. L. Belden, Mike Brown, Herbert Roberts.

Bantry, N. D.—E. N. Rice has resigned as mgr. of the Bantry Co-operative elvtr. and accepted a like position at the Farmers elvtr.

Landa, N. D.—The Farmers Elvtr. Co. will remodel its plant this fall, work to be done by the Northwestern Improvement Co.—J. H. Johnson.

McHenry, N. D.—The Co-operative Elvtr. Co., incorporated; capital stock, \$20,000; incorporators: E. J. Horn, Theo. Ellingson, H. H. Engstrom, and others.

Hebron, N. D.—I am buying for the Occident Elvtr. Co. here, succeeding R. Thierling, who is now representing the company at Rock Lake.—F. H. Dettloff.

Valley City, N. D.—The Farmers Co-operative Elvtr. Co. recently purchased the Atlantic Elvtr. at North Valley City, and will run it in conjunction with the one here.

Hillsboro, N. D.—The St. Anthony & Dakota Elvtr. Co. will begin the construction of a 30,000-bu. elvtr. in a few days to take the place of the one that burned recently.

Robinson, N. D.—H. R. Adams has given up his position as mgr. of the Robinson Union Elvtr. Co., and will become mgr. of the Farmers Grain & Milling Co., at Powell, Wyo.

New Leipzig, N. D.—John Bader is now mgr. for the Monarch Elvtr. Co. here. The Monarch Elvtr. Co. has bot the elvtrs. of the Occident Elvtr. Co. here, at Elgin, Heil and Odessa.

Page, N. D.—The Page Farmers Co-operative Grain Co., organized; capital stock, \$20,000; organizers: O. B. Gray, H. F. Khort, C. A. Coen, W. Jorgenson, A. Christianson and others.

Hague, N. D.—The Independent Grain Co., successors to Buechler Bros., incorporated; capital stock, \$10,000; incorporators: Jos. C. Buechler, John Buechler, Peter Hulm, and others.

Bismarck, N. D.—All violators of the state law governing grain grades, weights and measures may expect to be prosecuted to the extent of the law, according to an order issued by Att'y-Gen. Wm. Langer to all the attorneys of the state.

Hebron, N. D.—Herman Gehrke, formerly mgr. of the West Farmers Elvtr. Co., at Chaseley, has succeeded C. M. Smestad as mgr. of the Hebron Farmers Union Elvtr. Co. Mr. Smestad will go to Galesburg to become mgr. of the Farmers Co-operative Elvtr. Co.

Lakota, N. D.—The Farmers Grain Co. is repairing elvtr. and putting in a concrete foundation. The National Elvtr. Co. is building a concrete basement and making other repairs to its elvtr. The Equity Elvtr. Co. is installing a new engine and is making other repairs. The Hartin Grain Co. is installing a Globe Cleaner, Richardson Scale, and is putting in 3 motors.—J. M. Hartin, mgr., Hartin Grain Co.

## OHIO

Storms, O.—T. E. McKenzie has succeeded J. L. Baum & Co.

Richwood, O.—R. W. Lenox is general mgr. of the Farmers Elvtr. Co.

Englewood, O.—Baker Bros. are now operating only their elvtr. here.

Ridgeton (Bucyrus p. o.), O.—I have bot the elvtr. here.—Elmer Schaal.

Wilmington, O.—Buckley Bros. have installed a Boss Air Blast Car Loader.

The A. C. Gale Grain Co. is planning to double the capacity of its elvtr.

Anna, O.—The Farmers Elvtr. & Supply Co. has bot the elvtr. of the Anna Grain Co.

Eaton, O.—E. Smith is mgr. for Howard Clepinger of the former John Leas elvtr.

Continental, O.—The Farmers Co-operative Co. has succeeded Morrison & Thompson.

Brighton, O.—The elvtr. of the Brighton Farmers Elvtr. Co. will soon be completed.

St. Paris, O.—The Farmers Grain & Seed Co. has installed a Boss Air Blast Car Loader.

Mechanicsburg, O.—The Long Mill & Elvtr. Co. has installed a Boss Air Blast Car Loader.

Eaton, O.—The farmers of this vicinity are planning to organize a co-operative elvtr. company.

Woodland, O.—Grant Waters will remain here as mgr. for the Farmers Elvtr. Co. of Richwood.



Upper Sandusky, O.—The U. S. Commission will add storage to the elvtr. it bot from Bowen & Sons.

Harrod, O.—My elvtr. here burned June 17, total loss. I am out of business at present.—C. Bayman.

Pittsburg, O.—The Arcanum Equity Exchange Co., of Arcanum, has bot the elvtr. of the Union Grain Co.

Bluffton, O.—The Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators: Sidney Huber and others.

Shreve, O.—C. V. McKee, of R. F. D. No. 1, will soon install a car loader and feed mill and make some repairs.

North Lewisburg, O.—R. W. Lenox has bot the elvtr. of the Jordans he has been leasing and operating for about 2 years.

Claiborne, O.—Verne Howison, of Richwood, will come here as mgr. of the elvtr. operated by the Farmers Elvtr. Co., of Richwood.

Arcanum, O.—Our officers are Samuel Dull, pres., Frank Shuler, sec'y, Walter E. Vesper, mgr.—Arcanum Equity Exchange Co.

Maplewood, O.—The Farmers Grain Co., an organization composed chiefly of New Bremen farmers, has bot the elvtr. here of J. M. Pence Co.

Canton, O.—The Canton Feed & Milling Co. will soon begin the erection of a large, up to date mill, which will include storage for 200,000 bus. of grain.

Genoa, O.—The Farmers Exchange Co. has bot our old site, but we expect to remain in business at Genoa and Martin.—C. A. Powers, pres.—Powers Elvtr. Co.

Bluffton, O.—Farmers Grain Co., incorporated; capital stock, \$20,000; incorporators: Sidney Huber, Elias Stettler, L. A. Oberly, L. S. Hochstettler, J. C. Hochstettler.

North Baltimore, O.—North Baltimore Grain Co., incorporated; capital stock, \$50,000; incorporators: A. P. Johnson, Wm. A. Jones, C. A. Kelley, A. D. Biehler, C. W. Heimer.

Fairview (Austin p. o.), O.—The elvtr. of Grant Campbell burned recently, destroying 5,500 bus. of wheat. Insurance, \$3,500. Mr. Campbell does not expect to rebuild.

Kenton, O.—P. W. Bridenbaugh has bot the plants of J. B. Seymour at Kenton and Foraker, and will operate them for the Sneath-Cunningham Co., of Tiffin, O.—W. B. Gramlich.

New Carlisle, O.—A hearing upon extension of time in the case of Charles Mercer, who sold his elvtr. and was adjudged bankrupt in March, 1918, will be had at Cincinnati, Sept. 29.

Polk, O.—Polk Elvtr. Co., incorporated; capital stock, \$15,000; incorporators: H. D. Lingle, H. Hillis Cunningham, Thomas Osburn, L. H. Smalley, C. C. Painter and R. G. Welch.

Polk, O.—Polk Elvtr. Co. incorporated; capital stock, \$15,000; incorporators: H. D. Lingle, H. H. Cunningham, Thomas Osburn, L. H. Smalley, C. C. Painter and R. J. Welsch.

Galloway, O.—George B. Early has bot a 400-acre farm of Stanley B. Johnson. Improvements include a 10-room house with all conveniences, and what is said to be the finest barn in the county.

Mansfield, O.—Following is the correct information to take the place of an error in the directory of "Ohio Grain Elevator Operators": The Mansfield Elvtr. Co., on Pennsylvania and Erie railroads, as well as B. & O.; officers: H. M. Witbeck, pres.; L. C. Chase, vice-pres. & gen. mgr.; L. T. Witbeck, treas.; William Zang, secy. Officers of the Mansfield Milling Co. are the same, except that F. N. Barton is sec'y.

Swanders, O.—Fifty farmers have temporarily organized for the purpose of buying or erecting an elvtr. The following temporary officers were elected: J. E. Swanders, pres., S. E. Sherer, sec'y.

Genoa, O.—The Farmers Co-operative Elvtr. Co. is erecting a concrete elvtr. The contract has been let to a firm without experience in elvtr. building. It is expected that the cost will approximate \$40,000.

Middleport, O.—The Farmers Elvtr. Co. is building a 20,000-bu. cribbed elvtr., ironclad, electric power, Monitor Cleaner, Richardson Scale and the Sidney line of machinery. O. J. Slusser has the contract.

Hamilton, O.—Contract for the erection of the new addition to the elvtr. of Elkenberry Bros. has been awarded to the F. K. Vaughn Co. The building will be a concrete warehouse adjacent to the present elvtr.

Bellevue, O.—The W. H. Gardner Grain & Mill Co. has changed its name to the Bellevue Flour Mills Co. The new officers are: W. H. Huole, pres., A. M. Tousley, vice-pres., W. J. Mahnke, sec'y-treas. and gen. mgr.—W. J. Mahnke.

Fayette, O.—We are planning to build storage tanks with capacity of 17,000 bus. and are installing a new cleaner, 500-bus. capacity. We will do a general milling, grain and feed business.—C. G. Elliot, mgr., Fayette Elvtr. Co.

Grafton, O.—The Bennett Milling Co. will erect 6 additional storage tanks, increasing the capacity of the elvtr. to 400,000 bus. Nordyke & Marmon Co. has the contract for the erection of a 400-bbl. flour mill, which will be electrically driven.

Payne, O.—The Latty Grain Co. is owned and operated by the Maumee Valley Land Co., with its principal office at Payne and with property at Latty & Briceton, O., formerly owned by John Wickenheiser & Co.—Edward Wahl, The Latty Grain Co.

Cincinnati, O.—The Exchange has bot a 1-ton truck and has employed extra help in order to facilitate the handling of inspectors' samples. The truck is used to transport samples from the various railroad yards to the Exchange, which is now equipped to test 72 cars an hour.

Painesville, O.—F. L. Morrison has been elected pres. of this company to take the place of P. J. Mighton, who resigned. We have increased our capital stock from \$20,000 to \$100,000, and are changing from steam to electricity.—Painesville Elvtr. Co.

Troy, O.—Clarence H. Roszell is not mgr. for John K. Martin, nor is he in Mr. Martin's employ at all as is erroneously stated in the latest edition of "Ohio Grain Elvtr. Operators." Jesse Lewis, who is now mgr. for Mr. Martin, has been in his employ since December, 1918.

Waynesfield, O.—The Eastern Auglaize Co-operative Grain Co. has bot the 50,000-bu. elvtr. of the New Hampshire Elvtr. Co. at New Hampshire and the 35,000-bu. elvtr. of the Waynesfield Grain Co. here. Our headquarters will be at Waynesfield, and our organizers are James Copeland, Stanley Harrod, M. T. Shaffer, L. H. Flinn and C. W. Feikert.—O. F. Long, mgr.

Genoa, O.—The Genoa Farmers Exchange Co. has bot my elvtr., and is building a concrete elvtr. on the site of the old elvtr. of the Powers Elvtr. Co. Our office is very temporarily located at Millbury, until the new offices can be completed at Genoa, the company's headquarters. Officers are Harry Skilliter, pres., J. A. Miller, vice-pres., N. E. Johnson, sec'y, Eugene Martin, treas.—A. McDougal mgr., Genoa Farmers Exchange Co.

## OKLAHOMA

Dewey, Okla.—Harry Stead has completed his elvtr.

Lahoma, Okla.—The Farmers Elvtr. is nearing completion.

Mulhall, Okla.—W. H. Coyle Co. has succeeded Donahoe Bros.

Ryan, Okla.—L. L. Thorpe has installed a Boss Air Blast Car Loader.

Stillwater, Okla.—The Stillwater Milling Co. is erecting a large warehouse.

Fay, Okla.—I expect to be leaving this place soon.—A. M. Gates, agt. Maney Export Co.

Alva, Okla.—H. E. Hart has returned from France, and is again sales mgr. of the Alva Roller Mills.

Vinita, Okla.—The R. H. Drennan Grain Co. and the Vinita Mill Co. will improve their elvtrs. shortly.

Enid, Okla.—The erection of the terminal elvtr. for the Enid Milling Co. will be superintended by the Metcalf Construction Co.

Oklahoma City, Okla.—The W. H. Coyle Co., of Guthrie, has opened a branch office here with membership in the Grain Exchange. John Coyle is local mgr.

Oklahoma City, Okla.—No official announcement has been made, but there is a strong rumor that local grain men and millers are considering the erection of 1,000,000-bu. terminal elvtr.

Enid, Okla.—I have bot the interests of Mrs. Mattie Grubb and will conduct the business of the dissolved firm of Randels & Grubb myself. This partnership has existed for 20 years.—W. M. Randels.

Jefferson, Okla.—The new 450-bbl. daylight mill, operated by Morrison Bros. Milling Co., will be formally opened Sept. 1. The mill is one of the best equipped in the Southwest, and has 250,000 bus. of elvtr. storage adjoining the plant.

## OREGON

Haines, Ore.—Work will begin at once on the 40,000-bu. elvtr. for which the Powder River farmers raised \$15,000 some time ago.

Carlton, Ore.—The Carlton Elvtr. & Mill Corporation is planning to build a flour mill in connection with its elvtr. Capital stock, \$30,000; incorporators: D. C. Thoms, F. A. Thoms, Fred J. Youngberg.

Corvallis, Ore.—G. T. McKinney is mgr. of the reorganized Lewiston Milling Co., which will hereafter be known as the Vollmer Clearwater Co. The company has leased the Davis-Hayes plant, and is now operating elvtrs. or mills in 30 towns.

## PENNSYLVANIA

### PHILADELPHIA LETTER.

The plant of the Keystone Elvtr. & Warehouse Co. burned Aug. 9, destroying more than 200,000 bus. of grain, mostly oats, valued at about \$170,000.

The Pennsylvania R. R. Eastern Lines, will clean cars of wheat containing percentage of dockage, for dockage only to protect grade, and no orders will be accepted to clean or reclean dockage wheat for regrade, according to announcement by A. J. Dando, elvtr. agt. He also says that all wheat grading "sample" because of moisture, which requires drying will be unloaded and dried on orders and under supervision of the inspection dept., as per their custom of previous years, and it will be necessary for consignee to file formal drying order.

# Wheat

# CONSIGN

TO

# Oats

## McConnell Grain Corporation

BUFFALO, N. Y.

We Get Results

You Get the Money



William Barnett, the oldest member of the Commercial Exchange, and senior member of the firm of Wm. Barnett & Sons, starch manufacturers, died July 27 at the age of 92.

Dougherty, MacHenry & Co., flour brokers, and Andrew Schickling, Jr., with Geo. M. Richardson, flour and grain broker, have applied for membership in the Commercial Exchange.

## SOUTH DAKOTA

Colome, S. D.—Ralph Kositzke has bot the Gaskill Torrence elvtr.

Pierpont, S. D.—O. B. Light has bot the site of the former National elvtr.

Wallace, S. D.—A. T. Faehn has resigned as mgr. of the Wallace Farmers Elvtr. Co.

Brandt, S. D.—S. E. Johnson, of Burns, Mont., is the new mgr. of the Brandt Farmers Elvtr. Co.

Freeman, S. D.—A. A. Wollman has bot the elvtr. of the Dolton Farmers Elvtr. Co. at Dolton, S. D.

Dell Rapids, S. D.—Our firm name is Magnuson & Zeek Co. I will manage the business.—C. B. Zeek.

Plana, S. D.—Geo. W. Hossinger, of Ellendale, N. D., is the new mgr. of the Farmers Elvtr. Co. here.

Parker, S. D.—L. V. O'Neill has succeeded C. P. Vande Water as mgr. of the Farmers Union Elvtr. Co.

Redfield, S. D.—We have installed new auto dump scales.—Wm. H. Ebright, mgr., Redfield Farmers Elvtr. Co.

Dolton, S. D.—A. A. Wollman, of Freeman, the new owner of the Farmers elvtr., is here repairing his elvtr.

Sinal, S. D.—I have bot the elvtr. of the Sinal Elvtr. Co. and am operating it under my own name.—C. K. Brooks.

Hitchcock, S. D.—John Kingdon's old elvtr. has been completely torn down and work on the new one will begin at once.

Roscoe, S. D.—Roscoe Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators: Karl Winkler, Fred Roosch and others.

Parker, S. D.—We are installing a trap door Donovan Truck and Wagon Dump and a 22½-ft. Fairbanks Scale.—Farmers Union Elvtr. Co.

Eagle Butte, S. D.—The Eagle Butte Equity Exchange will build a 30,000-bu. elvtr., which will make a total storage capacity of 37,500 bu.

Volga, S. D.—Dyball & Cotton Elvtr. Co. has gone out of business, and I am owner of the elvtr. formerly owned by the company.—J. N. Hynes.

Mitchell, S. D.—The Farmers Union Elvtr. Co. is planning to build a 20,000-bu. wood and cement elvtr. by fall. C. A. Wright is temporary mgr.

Wentworth, S. D.—The old Smith & Bond elvtr. will be moved to the new town of Henken, where it will be operated by the organized farmers.

Parker, S. D.—We have bot the J. A. Christopher elvtr. and opened for business with J. H. Halsey as mgr.—Shanard Elvtr. Co., Bridge-water, S. D.

Springfield, S. D.—C. B. Zeek has resigned as mgr. of the farmers elvtr. and moved to Dell Rapids, where he is mgr. of the elvtr. of Magnuson & Zeek Co.

Madison, S. D.—W. I. Thompson, owner of a line of elvtrs., has bot out the Jones Seed Co. at Sioux Falls, in company with Eugene Riley, and has moved there.

Parker, S. D.—Parker Milling Co., incorporated; to do general grain and feed business; capital stock, \$20,000; incorporators: F. L. Clisby, G. C. Brull and R. L. Clisby.

Eden, S. D.—Geo. B. Lee has resigned as mgr. of the Farmers Co-operative Elvtr. Co., and has gone to Wallace, S. D., where he will become mgr. of the Farmers Elvtr. Co.

Forestburg, S. D.—I sold one of my elvtrs. here to the Farmers Co-operative Co. There are just two elvtrs. here, the one belonging to the Farmers Co. and my own.—L. C. Gibbs.

Gayville, S. D.—Julius P. Olson has bot the elvtr., coal sheds and corn cribs of the Gayville Elvtr. Co., and will operate under the name of The Gayville Grain Co., with A. W. Melville, former manager, in charge. The Farmers Union Co-operative Elvtr. Co. has just completed a

new \$1,000 driveway and dump platform. Peter N. Rask is mgr.—A. W. Melville, mgr., Gayville Grain Co.

## SOUTHEAST

Bluefield, W. Va.—The Wright Milling Co. is building a \$30,000 elvtr. here.

Charles Town, W. Va.—A. V. Garney is in charge of our newly organized sales dept.—E. B. Reed, Wm. E. Reed & Son.

## TENNESSEE

Bristol, Tenn.—The Twin City Mill Co. is building an elvtr. here.

Johnson City, Tenn.—We have just completed a large elvtr.—Model Mill Co.

Delrose, Tenn.—The grain warehouse of H. P. Wayne and the adjacent flour mills of N. L. Mansfield, burned, presumably fired by lightning-stroke.—Loss, \$20,000.

## TEXAS

Canyon, Tex.—The Panhandle Grain & Elvtr. Co. of Amarillo, Tex., has bot the mill in Canyon.

White Deer, Tex.—The North Texas Grain Co. has installed a Boss Air Blast Portable Car Loader.

Hamlin, Tex.—The plant of the Hamlin Mill & Elvtr. Co. burned Aug. 1. Loss \$12,000, covered by insurance.

Ablene, Tex.—The Farmers Union Warehouse Co. is building a 50x140-ft. grain warehouse. Wiley Turner is mgr.

Booker, Tex.—We expect to begin the construction of a 10,000-bu. elvtr. in a few days.—J. E. Lemon, mgr., Booker Grain Co.

Belton, Tex.—The elvtr. and mill of the Belton Mill & Grain Co. burned July 21. Loss was about half covered by insurance.

Stratford, Tex.—Douglas, Cator & Barnes are building a concrete 25,000-bu. elvtr., to cost about \$15,000, and to be completed this fall.

Waxahachie, Tex.—I have had no successor; my warehouse is being used for storage by the Planters Cotton Oil Co.—H. N. Chapman.

Whitewright, Tex.—Whitewright Milling Co., incorporated; capital stock, \$150,000; incorporators: T. H. Sears, L. P. Sears, J. P. Southerland.

San Juan, Tex.—Community Grain Co. incorporated; capital stock, \$25,000; incorporators: Wm. J. Buttachau, of McAllen, P. J. Williams, and others.

Dallas, Tex.—A new cotton and grain brokerage firm in Dallas is W. F. Hull & Co. The members are: W. F. Hull and M. C. Hull, of Cumby, and C. M. Reid.

Amarillo, Tex.—The mill and elvtr. of the Oklahoma City Mill & Elvtr. Co. is well under way, and will probably be completed in time to handle a part of this year's crop.

El Paso, Tex.—We are contemplating the installation of a corn chop mill and a small elvtr. for bulk corn and oats.—Frank B. Ezell, mgr., Southwestern Fuel & Feed Co.

Dallas, Tex.—The listing of the name of Stagner Bros. in the directory of Texas Grain Dealers should read as follows: "A. L. Stagner, broker cottonseed and nut products."

San Juan, Tex.—Community Grain Co., incorporated; capital stock, \$25,000; William J. Buttachau, pres. and mgr., P. J. Williams, vice-pres., Oliver C. Aldrich, sec'y-treas.

Sweetwater, Tex.—West Texas Grain Co., incorporated; capital stock, \$25,000; incorporators: W. P. Wortham, J. B. Bowie, T. D. Watkins. The company will erect an elvtr. at once.

Section 4 of the new public weighers law reads in part: "All contracts hereafter to be executed and made within this state for any work to be done, or for anything to be sold, delivered, done or agreed for, by weight or measure, shall be taken and construed to be made according to the standard weight and measure ascertained as hereinbefore provided, unless there is an express contract to the contrary." While the Att'y General has ruled that under this law no one can sell a sack of oats, a wagon load of oats or a car load of oats, unless the weight of each sack is plainly written, printed or stenciled on the sack, there is contention that the farmer or grain dealer is relieved from literal compliance by the phrase, "unless there is express contract to the contrary."

Brownwood, Tex.—The plant which I bot will be operated by the Austin Mill & Grain Co. for elvtr. purposes only. This plant was formerly run under the name of Brownwood Mill & Elvtr. Co.—J. A. Austin.

Fort Worth, Tex.—V. L. Nigh has arrived in Fort Worth and assumed his position as chief inspector of the Fort Worth Grain & Cotton Exchange. Former Chief Inspector J. E. Robinson is still connected with the exchange, which secured Mr. Nigh's services on account of the heavy volume of business.

Fort Worth, Tex.—Senator Morris Sheppard and Congressman Fritz G. Lanham have assured Sec'y H. B. Dorsey, of the Texas Grain Dealers Ass'n, that they would take immediate steps to adjust, if possible, the oat rate muddle, which is causing the Texas shippers to pay double rates to the southeastern states.

To an inquiry by Commissioner of Markets & Warehouses F. C. Weinert, concerning the qualification of public weighers simply by renewal of their bond if they were qualified under the old law, John Maxwell, ass't att'y gen., replied in part: Chapter 76, of the Acts of the Regular Session of the 36th Legislature, provides for public weighers only by election or by appointment and forbids any person from issuing any weight sheet or weight certificate without first having complied with all the provisions of the law. There is no provision for the appointment of a public weigher except by the commissioner's court in precincts where there are no elected public weighers, or by the Governor under certain conditions. Section 4 of the Act provides for the continuance in service of public weighers either elected or appointed under the law previously in effect, but nowhere in the Act is there any provision for a private weigher, by filing bond, to continue weighing for the public. In such case, he would not be authorized to issue a certificate.

## UTAH

Nephi, Utah.—Earl Jackman, formerly local agt. for the Globe Grain & Milling Co., has moved to Salt Lake City.

American Fork, Utah.—The People's Mill & Elvtr. Co., incorporated; capital stock, \$50,000; W. H. Chipman, pres., C. L. Warnick, vice-pres., Geo. F. Shelley, sec'y.

Tremonton, Utah.—The Tremonton Mill & Elvtr. Co. will soon build a mill with 2 concrete storage tanks 40 ft. high. The officers recently elected are: K. H. Fridal, pres., Matthew Baer, vice-pres., Alvin Ipsen, sec'y, A. D. McGuire, treas.

## WASHINGTON

Sunnyside, Wash.—The F. W. Wagner Co. has bot the old Marble warehouse formerly operated by John Severyns.

Irby, Wash.—The Odessa Union Warehouse Co. has bot the Farmers warehouse and will buy grain here this season.

Colfax, Wash.—Winona Warehouse & Grain Co., incorporated; capital stock, \$25,000; incorporators: William Sutherland and L. W. Lan-nin.

Spokane, Wash.—Neil Bros. Grain Co., incorporated; incorporators: J. L. Neil and Geo. L. Neil. This company will engage in the grain business here and in Seattle.

Davenport, Wash.—The Pacific Grain Co., of Portland, has bot the warehouse which has been operated by Inkster Bros. for several years. Elmer Mann, of Almira, will be local mgr.

Spokane, Wash.—Kerr, Gifford & Co. have consolidated their Colfax with that at Spokane. Phil Benedict will retain the office manager-ship. Frank Tharp, former mgr. of the Colfax office, will be ass't mgr.

White Swan, Wash.—The Toppenish Elvtr. Co. is arranging to build 4 grain tanks here with a capacity of 1,000 bus. each. Construction will begin, according to Mgr. H. C. Ham, as soon as the details of the site lease are completed.

Colfax, Wash.—C. E. Frazier is now mgr. for the Pacific Grain Co., which has absorbed the Pacific Coast Elvtr. Co., whom Mr. Frazier was formerly representing. J. E. Frazier is also with the Pacific Grain Co. Chas. E. Bass is now mgr. for the Kerr-Clifford Co., succeeding Frank Tharp, who was transferred to the Spokane office. Fred McCroskey, who recently bot the Superior Milling Co.'s warehouse, has named it the Independent Warehouse.



LaCrosse, Wash.—M. H. Houser, of Portland, Ore., has bot the warehouse and elvtr. of the LaCrosse Elvtr. & Produce Co., and will incorporate the business with his line of houses.

Washtucna, Wash.—C. S. Bassett has bot two warehouses from Wm. Snyder, which give a combined floor space of 25,000 ft., and allow room for future expansion. H. F. Bachman will later become mgr. of one of the houses.

## WISCONSIN

Casco, Wis.—The Casco Milling & Elvtr. Co. has increased its capital stock from \$25,000 to \$40,000.

Campbellsport, Wis.—E. F. Messner and Anton E. Ketter have bot the elvtr. and feed house of M. N. Altenhofen. The new firm will be known as Messner & Ketter.

Hartford, Wis.—The Hartford Co-operative Co. has bot the old Konrad Bros. & Werner malting plant and elvtr., and will conduct a general elvtr., flour feed and produce warehouse business.

Sturgeon Bay, Wis.—We have bot the elvtr. of the Door County Seed Co. and will operate it in addition to the one we have had at Sawyer for some years. Our officers now are: W. H. Moore, Sawyer, pres., Charles Eichinger, Sawyer, vice-pres., P. O. Stram, Sturgeon Bay, sec'y & gen. mgr., R. B. Keyes, Sturgeon Bay, treas.—P. O. Stram, sec'y and mgr., Farmers Elvtr. Co.

## MILWAUKEE LETTER.

Miss A. E. Reese has been placed in charge of the Taylor & Bournique Co.'s wheat department, which has been enlarged.

Johnstone-Templeton Co., incorporated; capital stock, \$60,000; stockholders: A. L. Johnstone, A. R. Templeton and H. J. Templeton.

The Donahue-Stratton Co. has established a consignment department, in charge of Fred W. Aishton, formerly with Milwaukee offices of the Updike Grain Co.

The Lyman-Joseph Grain Co. has discontinued, and I. C. Lyman has bot the 300,000-bu. terminal elvtr. formerly operated by the company. Mr. Lyman is now associated with the Franke Grain Co., and will handle his business under that name.

New members of the Chamber of Commerce are: H. J. Albers, J. H. McKeane, C. E. McDonald, A. S. Martell, Jos. L. Leopold, E. L. Patterson, H. H. Flow and D. S. Baird. Memberships transferred: S. B. Chapin, J. C. Meiners, H. S. Jewell, H. T. Bickell, Arthur Zubke.

## WYOMING

Torrington, Wyo.—The Eaton Grain Co. is building storage bins on each side of the elvtr. Blevins Bros. are doing the work.

Chugwater, Wyo.—The Farmers Co-operative Ass'n has let the contract for the construction of its elvtr. to Blevins Bros., and work is now under way.

Powell, Wyo.—H. R. Adams, formerly mgr. of the Robinson Union Elvtr. Co., at Robinson, N. D., will be mgr. for the Farmers Grain & Milling Co. here.

WITH STRIKE AGITATION nation wide, and thousands of laborers of all descriptions and trades demanding more wages, wud it not be a good plan for the whole nation, every man, woman and child to quit work for ten days? If this were done we wud have no meat supply, no fresh milk, butter, eggs or vegetables—perhaps all wud be more than willing to get back to the old job and stick to it.

IN SPEAKING of the endeavor to protect England from high prices, George H. Roberts, food controller of England, made this statement: "My position now is that I have to meet the world factors, and the factors of home production which prevent a reduction in the cost of living. These factors are beyond the control of the ministry. We must get the people down to work. I have neither coal nor manufactured goods to exchange for food. These factors are beyond my control."

## Supply Trade

CHICAGO, ILL.—The H. Channon Co. has purchased the property adjoining its present building. A new building will be erected on the site just purchased. It will be a seven story re-inforced concrete building and will cost approximately \$400,000. The need of more space was made necessary by the rapidly growing business of the company.

WATERLOO, IA.—The Waterloo Gasoline Engine Co. has filed suit for \$400,000 against the International Machinists' Union, its organizer, officers and members. Conspiracy to unionize the factory, change hours and terms of labor and working conditions is alleged, as well as broken contracts made by individual employees.

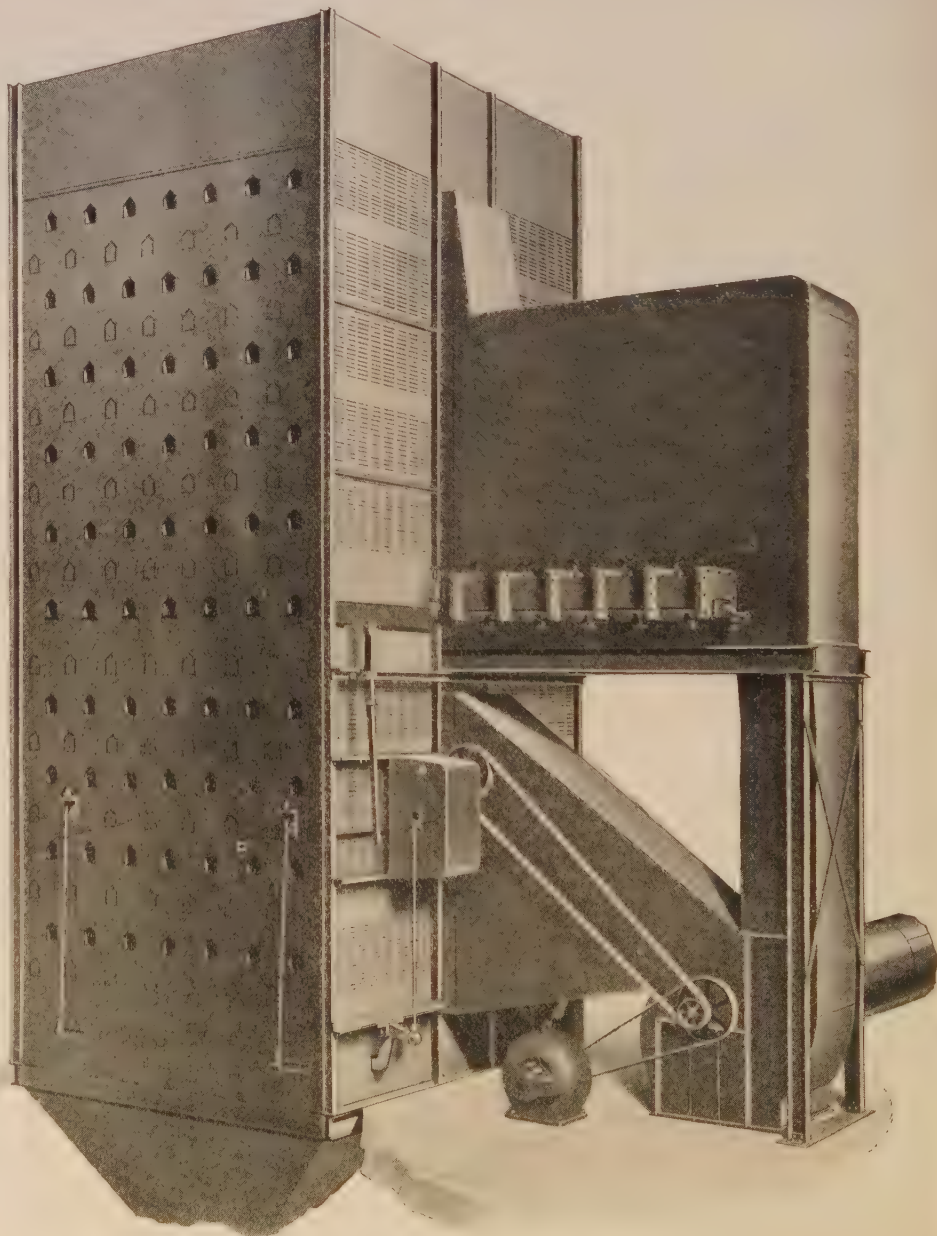
CHICAGO, ILL.—Charles Piez, pres. of the Link Belt Co., was recently presented with a silver model of an 8,000 ton steamer built exactly to scale and with all war zone requirements, such as was built by the Emergency Fleet Corporation when he was director general. The model was sent from Portland,

Ore., and was the gift of the Northwestern Shipbuilders' Ass'n.

WICHITA, KAN.—The grain trade as well as machinery manufacturers in the Southwest will regret to learn that Mrs. Bertha E. Means, for many years connected with the White Star Co., has severed her connections with that company. Mrs. Means, who is recognized as an authority on country grain elevator construction, has a wide acquaintance in the grain trade. To her is due no small amount of credit for the betterment of grain handling facilities at the country stations throughout the Southwest.

MINNEAPOLIS, MINN.—The Strong-Scott Mfg. Co. reports orders recently placed for automatic self-contained driers as follows: Fort Worth Elevator Co., Fort Worth, Tex., one 750 bushel unit; Sperry Flour Co., Stockton, Calif., two 200 bushel units; Terminal Grain Corporation, Sioux City, Ia., two 500 bushel units; W. D. Sheldon Co., Stockton, Calif., one 200 bushel unit; Smith, Parry & Co., Milwaukee, Wis., one 400 bushel unit; Plymouth Milling Co., Le Mars, Ia., remodeling Morris Drier for automatic discharge.

THE ELLIS Drier and Elevator Co. has bought a piece of property from the Rockwell King estate in Chicago. Growing business has justified the purchase of this land ad-



Self-Contained Automatic Morris Grain Drier.  
[See facing page.]



joining its former site, which will be utilized to enlarge the manufacturing plant and obtain better switching facilities. The speedy development and production of the Ellis Automatic Tilting Trap will result from the increased manufacturing facilities. This device is adapted to handling condensation from drying apparatus.

THE HIGH COST of living compels elevator managers to study the low cost of handling grain by better machinery.

BEWARE of the salesman whose argument is cheapness—articles that are made to be sold cheap usually skimp on quality.

THE RETAILER who grasps his opportunity and, noticing the extravagance of the buying public, raises prices, is blamed for the H. C. L.

LINSEED OIL, that best of all mediums for the manufacture of paint, sold at 40 cents a gallon during each of the years 1904 to 1908. It climbed to \$1.70 in 1918; and now it's so high the painter can't reach it with a step ladder.

PRESIDENT WILSON compares the public to a man on the operating table to whom an anæsthetic has not been administered, and states that such a man is not able to give intelligent direction to his personal affairs; but history records that some men under such circumstances have admonished the Doctor to "make a good job of it."

CHICAGO PRINTERS' unions, in addition to demanding a 44 hour week, are asking \$48 per week for compositors, pressmen and stone-men, \$44 for feeders, \$55 for bookbinders and \$24 for bindery girls. They were granted three increases aggregating 45 to 50% since January, 1918, when only one year of their five year wage contract had expired. This means higher printing costs for those who cannot go elsewhere.

DAYTON, OHIO.—The National Cash Register Co., which has set the pace for selling campaigns in the U. S. A., has sent its sales-manager to Europe and the president has followed him to investigate the field; but they are not letting any business at home slip, as we notice by a recent announcement that they have just taken Mr. Outten from the selling ranks and assigned him to the duty of studying and meeting the future needs of American users of their machine.

"TRADE THOUGHT of the Two Americas in 1919" is the title of No. 28 of the Irving National Bank's booklets and the 6th of its foreign trade series. The pamphlet is a summary of the most significant viewpoints expressed at the second Pan-American Commercial Conference in Washington last month. The Conference was of more than ordinary interest and utility because so many of the speakers were Latin Americans and treated their subjects from the cross-Caribbean angle.

SILVER CREEK, N. Y.—The Invincible Grain Cleaner Co. is now building a line of Receiving Separators to be used in the Northern Central Elevator under construction at Baltimore, Md. The line consists of ten No. 15 and one No. 12 Invincible Compound Shake Double Receiving Separators each having a capacity of 3,000 bus. per hour medium cleaning. They are of wood construction, covered with sheet steel and painted bright red. They will be operated in pairs, each pair being coupled. A special conveyor system is being furnished to feed the machines and another to take care of the screenings.

## Recent Improvements in the Morris Drier.

It has been customary with the Strong-Scott Mfg. Co., as well as other grain drier manufacturers, to use "I" beam construction from wall to wall of the drier house for supporting the heating coils and in many cases special "I" beam and floor construction to support the drier as well as the cooler. The drier and cooler are now made all in one continuous section and "I" beam construction is furnished as a part of the drier for supporting the steam heating coils, which greatly simplifies the building construction; in fact the building need not be of special design as has been customary heretofore. Any type of building that will house the drier is all that is required.

This drier is now made of the self-contained and self-supported type in all sizes as shown in the photograph. In this type of construction all of the weight is carried from the main floor of the building.

Another very marked improvement has been made in the method of piping the heating coils. These are of the internal feed type with one end of each pipe free to expand and each section of the coil is provided with a valve in the head. A sectional view of this new type heater base is given in the engraving and the simplicity and economy of this is evident at a glance. As the coil sections are bolted together they form a continuous steam header with a valve for each section and this does away with all external piping for connecting the various sections together, still giving individual control for each section and there is no chance for leaks to occur and all radiation losses in the inter-connecting piping has been eliminated. Flange connections are provided for the inlet and exhaust ends of the coil sections, which makes the coil sections ready for pipe connections. This type of construction will appeal to those familiar with the multiplicity of piping connections usually furnished with drier installations.

All Morris Driers as now built are of the patented automatic type commonly known as the Intermittent Discharge Drier. The photograph reproduced here shows a direct belt drive from the fan shaft to the automatic mechanism located on the end of the drier. The pulley on this mechanism operates at constant speed, but the mechanism itself can be timed to open the gates every few seconds when a small percentage of moisture is to be extracted, or it can be set to open and close the gates at any interval up to four minutes where high percentages of moisture are being removed. The intermittent discharge is a positive assurance of a uniform rate of discharge from the cooler and drier, which is guaranteed to produce uniform dry-

ing regardless of the rate of drying. The gates on both drier and cooler are swung on rods fastened to the side of the drier as shown in the photograph. This assures an easy moving gate which cannot bind or clog.

The Strong-Scott Mfg. Co. advises that it is possible to install the automatic feature on any of the old type Morris Driers; in fact, a great many have been changed from the hatch to the automatic type with very gratifying results to the owners. Complete information on a drier unit of any size will be sent by the manufacturers on request.

## J. Ralph Pickell Returns from Europe.

J. Ralph Pickell, sec'y of the Council of Grain Exchanges, editor of the *Rosenbaum Review*, published by the J. Rosenbaum Grain Co., has just returned from an extended tour of Europe brimful of first-hand observations and information on conditions in that war-torn continent.

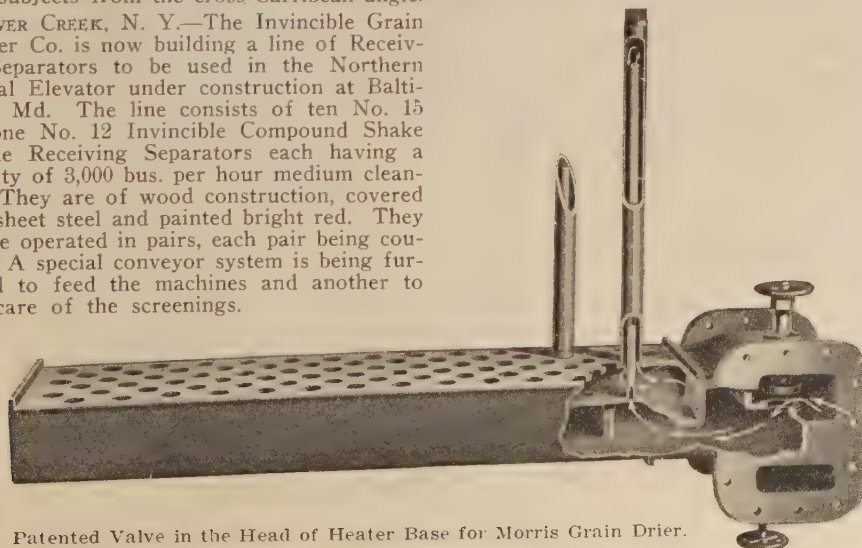
In an address to the members of the Chicago Board of Trade Mr. Pickell gave exact figures on the probable grain production and requirements of the United Kingdom and each of the various countries on the Continent, his conclusion being that Europe will take less than the highest pre-war requirement of wheat, probably around 550,000,000 bus., including the requirements of the United Kingdom.

He said: Problems of food, finance, ocean-transportation, international trade, embargoes, tariff-walls were all mixed up in an economic hodge-podge. Add to these problems the unrest of labor and the high price of food and you have many of the elements of anarchy, which is the condition of Europe at this very hour.

I tried to look beyond the reaction of the moment into the immediate future to see Europe once more pursuing peaceful and profitable vocations, with finance reorganized, production restored and trade in full swing. But the pendulum of peaceful production surely has swung far back of a normal mean, while labor unrest is too prevalent and pronounced to warrant even a semblance of optimism. I can only see depression in Europe for many weary months to come.

THE TRADE WOULD save themselves many uneasy moments if they would see the daily weather conditions as they actually exist on the weather map instead of being continually biased by their market position. The principal crops will begin to show depreciation, as a rule, after fourteen days of no rainfall, the rapidity of deterioration being dependent on the wind velocity during the heated period of the day, velocities of 20 to 30 miles an hour being especially destructive. The present corn crop is now losing ground and rainfall is urgently needed to prevent serious deterioration, says H. T. Johnson, member of the Chicago Board of Trade and formerly observer of the Weather Bureau.

THE U. S. GRAIN CORPORATION announces that there will be no storage premium added to the basic prices in its buying scale, for the present, nor until there accumulates in the U. S. Grain Corporation's hands a sufficient reserve of wheat to assure a measure of protection for future home requirements. In accordance with this policy the Wheat Director is refusing preferred contracts which foreign buyers are desirous of making at the U. S. Grain Corporation price level, these buyers being apparently anxious to cover their requirements for some months in advance. Apparently their inability to secure supplies in other sources of wheat makes them especially urgent in proposing contracts with the U. S., but these contracts can not be entered into until a sufficient accumulation of wheat in the hands of the U. S. Grain Corporation furnishes assurance of reasonable prices to our own people.—Howard B. Jackson, second vice-pres., U. S. Grain Corporation.



Patented Valve in the Head of Heater Base for Morris Grain Drier.



## Seeds

THE KIMBROUGH-MITCHELL SEED Co., of Meridian, Ala., has capitalized for \$10,000. W. E. Kimbrough and J. L. Mitchell, Jr., are the principal incorporators.

THE OSCAR H. WILL Co., at Bismarck, N. D., has been incorporated with a capital stock of \$150,000, to take over the seed business and nurseries of the late Oscar H. Will.

MADISON, WIS.—We have completed a large mixing plant at DeForest for mixing stock and dairy feeds. In order more easily to keep in touch with the work, we have moved our office to De Forest.—H. P. Brown Co.

ALBERT C. WILSON has recently been appointed seed analyst, to handle analytical and inspection work under the new Illinois seed law. Mr. Wilson was with the Blair, Harper Seed Co. of Aurora, Ill., previous to his appointment.

MISSOULA, MONT.—The Great Western Seed Co. is constructing a \$20,000 warehouse, which will not be completed entirely until Sept. 15. The floor space is to cover 17,500 square feet. A hot water heating plant is being installed. Seed peas will be shipped out in car lots to large canning factories, which will distribute them among their own growers. Only wholesale business will be done.

ARNOLD RINGIER, a Chicago seedsman for many years, was found dead in a room at the Randolph Hotel, the night of July 25. Ill health was responsible for him taking cyanide of potassium. Mr. Ringier for 27 years was connected with the W. W. Barnard Co., Chicago, resigning as sec'y of the firm in April, 1917. After this, he carried on a brokerage business of his own in Chicago.

TOLEDO, O., AUG. 9.—Good deal of profit taking in clover. Little fresh buying demand. Good deal of difference of opinion as to whether recent rain came in time to do much good. Only a few sections had rains following the first cutting. Acreage short in many sections. Scattered Michigan reports not enthusiastic over outlook. General complaint of lack of timely rains. Indiana reports run from very poor to fair and good, mostly in the former classes. A typical report from central Indiana gives condition 50 per cent of normal, with barely enough seed for home demand. Wisconsin reports only fair. Northern Ohio will do well if it has an average yield. Oregon yield is a disappointment. Dry weather is needed in clover from now on, to ripen seed and allow harvesting and hulling. Too much rain could do considerable damage. Alsike also easier. Receipts increasing, for week 828 bags.—Southworth & Co.

TOLEDO, O.—Clover will continue very sensitive till Toledo accumulates a stock. There are usually some receipts during August, but they are never liberal till September or October. Stocks generally accumulate until the first of the year when they begin melting away. October usually leads on receipts, March on shipments. Stock here is practically exhausted. Acreage is short and condition spotted. Recent rains have helped. Some sections expect a good crop. Present price certainly discounts a great deal of shortage. Much will depend upon the August weather and imports from abroad. Realize on bulges. With the present agitation against high prices, it is wise to be careful. Timothy has been more active this week. Hedgers have sold freely. Bulls have done most of the buying. They think timothy is too low compared to other farm products. They overlook the heavy stocks and large amount of timothy being saved for seed. Depreciated foreign money will restrict the export demand.—C. A. King & Co.

PAXTON, ILL.—THE PAXTON Cereal & Seed Co. incorporated; capital stock, \$20,000; incorporators and directors: W. H. Westbrook; William Westbrook, Jr.; and Charles R. Cruzen. The company will deal in grain, seed, feed and coal.

OSHKOSH, WIS.—I recently severed my connection with the Oshkosh Seed Co., as vice-pres. and general mgr., taking over the farm seed department, which in the future will be styled the Wisconsin Pedigree Seed Co.—George L. Born.

NEW REGULATIONS removing the necessity of licenses have been issued by Julius Barnes of the wheat corporation. Dealers in wheat for seed purposes are required to obtain a license regardless of the amount of seed wheat handled, or of the class to whom the seed wheat is sold.

SHENANDOAH, IA.—The May Seed & Nursery Co., which recently bot out the Armstrong Seed Co., has begun the erection of a three-story brick building, 60 by 120 feet in size. G. A. Chambers, formerly connected with the Griswold Seed & Nursery Co., of Lincoln, is to manage the business.

DR. HENFRID WITE, of Svalof, Sweden, director of the forage plant section of the Swedish Seed Ass'n, is traveling thru Canada and the U. S. to make a special study of alfalfa. At present he is in Canada, and is being accompanied by Dr. M. O. Matte, director of forage plants at the Ottawa Experimental Farm.

OWENSBORO, KY.—The prospect for red clover seed at the present time is about 50% of the normal crop. The second cutting from the spring crop is very poor on account of the early wet season. We have had very dry weather since cutting the first crop. The plant does not seem to be making much growth, and has very little seeds. The last spring sowing plant is fair, and there seems to be about the usual amount of seed. There will probably be enough clover for home consumption, whereas we have been selling several thousand bushels to be shipped out of the country.—Birk & Price Co.

IMPORTS OF SEEDS during July, 1919, were as follows: alfalfa, 1,060,400 lbs.; Canada blue grass, 33,600 lbs.; alsike, 58,100 lbs.; crimson clover, 516,400 lbs.; red clover, 778,600 lbs.; broom corn, 225,400 lbs.; orchard grass, 67,200 lbs.; rape, none; English rye grass, none; Italian rye grass, 22,400 lbs.; timothy, 3,200 lbs.; hairy vetch, 3,700 lbs.; spring vetch, 114,800 lbs.; as compared with imports of seeds during July, 1918: alfalfa, none; Canada blue grass, none; alsike, 22,400 lbs.; crimson clover, 110,100 lbs.; red clover, none; broom corn, none; orchard grass, none; rape, 151,600 lbs.; English rye grass, 67,400 lbs.; Italian rye grass, 4,500 lbs.; timothy, none; hairy vetch, none; and spring vetch, none.

TOLEDO, O.—Alsike has ruled firm. Crop is finally beginning to move as shown by the receipts here this week. The weather has been favorable for harvesting, and some sections are sending favorable reports both as to quantity and quality, while other sections are reporting a fair yield but the quality inferior. There are some favorable reports coming from sections in the east, and we have had some samples from the Northwest showing pretty good quality. The red clover market has had more effect on alsike than anything else, and no doubt will continue to have its effect. Higher red clover will likely result in higher alsike, and vice versa. When it comes to a fertilizer, however, alsike is not in it with red clover, and on that account it should sell at quite a discount. A good deal of the alsike sold by farmers seems to be held by interior dealers who, seeing red clover advancing, feel as though they are perfectly safe in holding the alsike, and they may be correct in this theory, altho, of course, if red clover should take a "notion" to go down, it would change the whole situation.—J. F. Zahm & Co.

## From the Seed Trade.

FORT WAYNE, IND.—On the morning of July 28 our New Haven elvtr. purchased from one farmer one load of alsike clover seed, for which we paid him \$1880. We believe this is a record price for a wagon load of alsike seed. Later in the day, the same farmer returned with another load, and we gave him a check for the two loads amounting to \$2520. This seed was raised on thirty acres of land and averaged just four bus. per acre.—Stiefel & Levy.

MINNEAPOLIS, MINN., Aug. 6.—Flax is apparently holding its favorable condition in the eastern and southern parts of the territory. The bowls are well filled, and without further damage this territory should show a good yield. There is fear now in central and eastern North Dakota that grasshoppers, which have already damaged some flax fields, may attack the remaining flax owing to much of the small grain being harvested. In western North Dakota the heat and lack of recent moisture is hurting the flax crop.—The Van Dusen-Harrington Co.

LAWRENCE, KAN.—Very little timothy, clover, alsike, and Kentucky bluegrass are raised in this state. We generally get enough for our home trade, but nothing to ship out. The fields of clover, timothy, alsike, and bluegrass which we have seen look fine, and if the owners are going to cut these crops for seed, we will have enough for our home trade. We can tell nothing about alfalfa seed yet. The first crop and most of the second crop are cut for hay, but part of the second crop is probably left for seed; and the third crop may make a quantity of seed, owing to the fact that we have had dry weather for a month, and dry weather makes alfalfa seed.—The Barteldes Seed Co.

TOLEDO, O., AUG. 2.—An approximate estimate of clover seed crop is based upon the following replies to inquiries, under the headings fine, average, poor, failure. Ohio says 30 fine, 130 average, 360 poor, and 40 failure; Mich. says 10 fine, 290 poor, and 30 failure; Indiana says 150 poor; Ill. says 10 fine, 60 average, 60 poor; Mo. says 10 average; Neb. says 40 fine, 40 average, 10 poor, and 90 failure; Ia. says 10 fine, and 10 failure; Ore. says 10 fine, 10 average, 20 poor, and 30 failure. The same proportions seem to hold true for timothy seed. Alsike is an average crop, but in many localities it is badly mixed with weed seeds. There is only a fair movement owing to the reluctance of the farmers to accept present prices at the wide discount under the red clover. Whether or not present price level discounts the indicated shortage, time will tell; but disappointing yields and poor prospects for wheat, rye, barley and oats, and the deteriorating corn crop are not conducive to lower prices; and it has been evident for some time that the producer will, in a measure, be able to dictate the price until supply and demand have caught up with each other.—The Crumbaugh-Kuehn Co.

## Seed Movement in July.

Receipts and shipments of flaxseed, timothy, and other grass seeds to and from the principal markets during July, with comparative figures for July, 1918, were as follows:

	FLAXSEED.			
	Receipts	Shipments	Receipts	Shipments
	1919.	1918.	1919.	1918.
Chicago, bus.	91,000	30,000	.....	.....
Milwaukee, bus.	56,700	3,000	.....	.....
Winnipeg, bus.	229,900	150,700	.....	.....
TIMOTHY.				
Chicago, lbs.	801,000	677,000	1,253,000	427,000
Toledo, bags	.....	.....	5,743	.....
Milwaukee, lbs.	31,365	4,702	165,310	86,860
CLOVER.				
Milwaukee, lbs.	73,647	258	.....	.....
Chicago, lbs.	271,000	22,000	25,000	60,000
Toledo, bags	561	.....	442	.....
OTHER GRASS SEEDS.				
Chicago, lbs.	512,000	540,000	475,000	357,000
Toledo, bags.	.....	.....	.....	.....



## New Seed Law for Oklahoma.

The new Oklahoma Seed Law discriminates neither against the seedsman nor the farmer, and both need to know its provisions and measures. The following summary gives its principal features.

Section 1 defines agricultural seed as the seeds of corn, barley, oats, rye, wheat, and other cereals, kafir, milo, feterita, and other grain sorghums, orange cane, sumac cane, Texas seeded ribbon cane and other saccharine sorghums, millet, sudan grass, Colorado grass, bermuda grass, lespedeza, burr clover, sweet clover, alfalfa, soy beans, cowpeas, peanuts, and other forage and grass crops, broom corn, cotton, rape, Irish and sweet potatoes, and beans, which are sold or offered for sale within the state of Oklahoma for seeding purposes within the state.

Sec. 2 has to do with label requirements of agricultural seed. "Every lot of agricultural seed—when in bulk, package, or other containers, shall have affixed thereto, in a conspicuous place, on the exterior of the container \* \* \* a plainly written or printed tag or label in the English language, stating:

"(a) Commonly accepted and true name \* \* \*; if the name of a special variety \* \* \* is used, \* \* \* it must be the true name of such a variety.

"(b) The approximate percentage by weight of purity, meaning the freedom of such agricultural seeds from inert matter and from other seeds distinguished by their appearance.

"(c) The approximate total per cent by weight of weed seeds including those listed in section 2 (d) and all seed not listed in section 1.

"(d) The name of each kind of the seeds or bulblets of the following named noxious weeds which are present, singly or collectively as follows: (1) in excess of one seed or bulblet in each five grams of sudan grass, lespedeza, burr clover, sweet clover, alfalfa, Colorado grass, and all other grasses and clovers not otherwise classified; (2) one in every twenty-five grams of millets, rape and other seeds not specified in (1) or (3) of this subsection; (3) one in one hundred grams wheat, oats, rye, barley, kafir and other grain sorghums, orange cane, sumac cane, and other saccharine sorghums, and other seeds as large as or larger than wheat; the seeds of dodder, Russian thistle, bindweed, blueweed, wire grass, Johnson grass, Canadian thistle, and bull nettle are hereby defined as noxious weeds.

"(e) The approximate percentage of germination of such agricultural seed or agricultural seeds together with the month and year said seed was tested.

"(f) The full name and address of the vendor of such agricultural seed or seeds.

"(g) If grown in this state, the words 'Grown in Oklahoma,' and in case of corn and grain sorghums, the county in which grown. If imported into this state, the name of such state in which it was grown."

Sec. 3 takes care of label requirements for mixtures. The label of any mixture is required to state that it is a mixture; the percentage of each agricultural seed present in excess of five per cent by weight; same as Sec. 2 (c); name of each noxious weed present in excess of one seed to each 15 grams; same as Sec. 2 (e), in regard to agricultural seeds in excess of five per cent; same as Sec. 2 (f) and (g).

Sec. 4 provides label requirements for garden and truck seed. "Every lot of beans, lettuce, radish, cabbage, watermelon, cantaloupe, and other garden and truck seeds" sold or offered for sale must bear a label in not less than 18 point type stating information as in Sec. 2, (a) (b) (c) (e) (f) and (g).

Sec. 5 exempts seeds when sold for food, when sold to merchants to be re-cleaned, when in storage for re-cleaning, and marked "not clean."

Sec. 6 states that the State Board of Agriculture on notice to the seed trade thru agricultural bulletins may adopt regulations to secure the efficient enforcement of the act. The Board is to appoint a State Analyst, and maintain a laboratory.

Sec. 7 provides that the analyst is to have access to the laboratory at all times.

Sec. 8 makes it unlawful to sell, etc., without complying with the act.

Sec. 9 places a fine not to exceed \$300 upon violators of the act.

Sec. 10 says that having on hand for distribution seed not properly labeled is unlawful, and such seed may be seized and held.

Sec. 11 provides for free tests.

Sec. 12 reads: "All persons selling seed for agricultural planting purposes which are faulty or defective, shall be liable in damages in such sum as the purchaser may sustain."

Sec. 13 provides that laws in conflict with the new one are to be repealed.

Sec. 14 makes the act effective on and after July 1, 1919.

The Department of Agriculture has issued preliminary regulations to the effect that Sec. 1 must be strictly complied with as to name of seed, germination, and name and address of vendor, but reasonable time will be allowed dealers to make adjustments needed to comply with the other clauses of Sec. 4. It is also provided that in cases where stock has to be replenished in the rush of the seeding season, and there is no time for a germination test, the label may not show such test, but may be marked "emergency," and the Board is to receive a copy of the B/L with the date when the dealer received the seed.

## Impure Seeds in Australia.

Importations of large quantities of seeds during the month of March from New Zealand into New South Wales were so dirty, according to E. Breakwell, Agrostologist, that the number of impure consignments in that month equalled the average number usually inspected in an entire year.

One of the worst weed seeds and the most numerous was sorrel (*Rumex acetosella*), which was present in alarming proportions in two consignments of rib grass. Large consignments labelled "clover" seed were found to consist of inferior varieties. In one case, there was 79% of suckling clover and 15% of white clover together with noxious weeds. In another case, there was 90% suckling clover and 4% white clover.

One consignment of alsike clover had 15% red clover seeds plus noxious weeds. Red clover is not a noxious weed, but if a farmer buys alsike, he does not want red clover; for land that may be suitable for the former may be altogether unsuited to the other, and if the red clover dies, it leaves patches, which, if the seed were pure, would be filled with alsike.

Fescue grass was found to be badly infested with ergot, a fungus, which if swallowed by dairy cattle, produces abortion. Many rye grass consignments were impure, one labelled "perennial rye" contained a large quantity of Italian rye grass, undesirable because it is an annual. Italian rye grass seed were also found in perennial rye.

THE FOLLOWING TARIFF BILLS providing for the duties mentioned therein have been presented to the Ways and Means Committee: H. R. 5425, on corn or maize 10 cents per bushel of fifty-six pounds; H. R. 7484, on corn 15 cents per bushel of fifty-six pounds, on corn meal 45 cents per one hundred pounds; H. R. 7737, on beans, not specifically provided for, 2 cents per pound; lentils, not specifically provided for, 25 cents per bushel of sixty pounds.

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## Supreme Court Decisions

**'Phoning Message to Telegraf Co.**—A telegram received by a telegraf company over its telephone line, maintained for business purposes, was presumably received by an authorized person; a presumption becoming conclusive in the absence of contrary proof.—*Western Union Tel. Co. v. Campbell*. Court of Civil Appeals of Texas. 212 S. W. 720.

**Arbitration.**—Award was not invalidated by the fact that one of the arbitrators was not present all the time, but spent three hours elsewhere, where, upon returning, his colleagues explained to him what had been done in his absence, and he went over their work and approved it.—*Tutt v. Smith*. Court of Appeals of Kentucky. 212 S. W. 920.

**Measure of Damages.**—Where buyer can obtain the goods in the open market, he cannot recover, as special damages, loss of profits of sale to third party from whom he had accepted order; his measure of damages being merely difference between contract price and market price.—*Wolf v. Park & Tilford*. Supreme Court of New York. 176 N. Y. Supp.

**Damage after Title Has Passed to Buyer.**—In action for purchase price of goods sold f. o. b. point of shipment, the buyer cannot reject shipment on its arrival because of damage during transit; title having passed by the B/L and deterioration in transit following title in consignee.—*Derma-Viva Co. v. Kells Co.* Supreme Court of New York. 176 N. Y. Supp. 776.

**Seller's Liability for Loss of Shipment C. O. D.**—Where goods ordered were shipped C. O. D. with B/L and draft attached and sent to a bank with notice to buyer that on payment of draft the bank would turn over the original invoice, the shipment showed seller's reservation of title until payment, so that loss of goods by fire while in railroad's warehouse would fall upon seller.—*Henderson v. E. Lauer & Sons*. District Court of Appeal, California. 181 Pac. 811.

**Shipper not Liable for Erroneous Billing by Carrier.**—Where a shipper delivered an interstate shipment of goods to a carrier and directed it to be sent over a route having an established through charge, the initial carrier was charged with the duty to make necessary notations on the waybill, and the shipper had the right to assume compliance with that duty, and he was not responsible for any misrouting.—*Lancaster v. Schreiner*. Springfield Court of Appeals, Missouri. 212 S. W. 19.

**Warehousemen Not Liable for Theft.**—Under a warehouse receipt reciting that the property deposited was received "for account and at the risk of" the depositor, and that the warehouseman "is not responsible for loss occasioned to the merchandise stored with them by fire or elements," the warehouseman was not liable where, through no lack of ordinary care or diligence on its part or its servants, the merchandise was stolen from the warehouse. In view of *Deering's Gen. Laws 1915, Act 4320*.—*Morse v. Imperial Grain & Warehouse Co.* District Court of Appeal, California. 181 Pac. 815.

**Transaction on Margin.**—Where plaintiff carried a margin account with a firm of stockbrokers and gave it his check for margins, and it purchased stock for his account in its own name through defendant stockbrokers, who declined to credit the firm's check to plaintiff, and after that check was returned unpaid, and after the assignment of the firm, sold the stock without notice to plaintiff, pursuant to exchange rules, which had been brought to plaintiff's notice, defendants were not liable to plaintiff for profits on the sale.—*Werner v. Manson*. Supreme Court of New York. 176 N. Y. Supp. 742.

**Unrepeated Telegram.**—In view of *Carmack Amendment, § 1*, as amended by act June 18, 1910, (*U. S. Comp. St. § 8563*), classifying messages as "repeated" and "unrepeated," stipulation limiting telegraph company's liability "for mistakes, or delays in the transmission or delivery, or for nondelivery, of any unrepeated telegram," precluded recovery, beyond stipulated amount, for company's failure to transmit telegram

which was not to have been repeated; the stipulation being applicable though damage was not caused by failure to repeat message.—*Hartness v. Western Union Tel. Co.* Supreme Court of South Carolina. 99 S. E. 759.

**Change of Place of Delivery.**—Where a warehouse at which wheat was to be delivered under sale contract was unable to receive the same within the time contracted for delivery, and the buyer proposed that the wheat be sacked, but did not offer to furnish sacks, or labor of sacking and offered to pay for the wheat and permit the seller to make delivery later, but refused to permit immediate grading and weighing to prevent subsequent loss in quantity or quality from falling upon the seller, seller was justified in abandoning the contract.—*Farmers Grain & Supply Co. v. Lemley*. Supreme Court of Washington. 181 Pac. 858.

**Charge in Excess of Market Price Is Reasonable.**—Where buyer, in absence of agreement as to price, is charged a price that, though slightly in excess of market price, is reasonable, because of extension of credit of unlimited duration, he cannot, after having paid for the goods, recover the charge in excess of market price, in absence of fraud or mistake. Where goods were bought upon credit of unlimited duration, a price slightly in excess of market price is a "reasonable price," so far as concerns right of buyer to recover payments therefor as in excess of value.—*Coleman v. Modern Miller Pub. Co.* St. Louis Court of Appeals, Missouri. 213 S. W. 172.

**Switching Charges.**—Claims for refunds for switching charges paid on prior inbound shipments into Chicago from the West could not be granted or enlarged by a subsequently enacted tariff, and hence the joint freight tariff, effective on the Pennsylvania line January 18, 1907, was not authority for a refund on inbound shipments received prior thereto. The Chicago Joint Minimum Switching Tariff, which became effective November 1, 1898, relating to absorption of switching charges and rebates, had no relevancy to switching charges on inbound shipments from the line of a Western road.—*Pennsylvania Co. v. United States*. U. S. Circuit Court of Appeals. 257 Fed. 261.

**Delivery of Wheat to Elevator.**—The transaction being a sale, and not a bailment, it was the right of the elevator owner to treat the grain as its own and to make any disposition thereof it saw fit, being responsible to the plaintiff for the value; and in an action where plaintiff seeks and recovers damages for conversion against the corporation owning the elevator, he is not entitled to recover against officers of the corporation upon the ground that they permitted it to engage in unlawful grain speculations whereby it became insolvent, because the two remedies are inconsistent.—*Bonnett v. Farmers & Growers Shipping Ass'n*. Supreme Court of Kansas. 181 Pac. 634.

HIGH COST of living "hysteria" is theoretical and it is all well and good to say that prices are high. To make lower prices a reality, it is necessary to have a supply that exceeds the demand. Theories cannot increase crops and high prices are not due to speculation, but to a world wide demand. Abnormal conditions are an outgrowth of the war and a return to normal is not possible for some time to come. Other commodities are proportionately higher than grain.—*Simons, Day & Co.*

ENGLAND is planning measures of partial decontrol. This country has had relatively cheap bread because the government stood the loss. The proposed measure of decontrol will turn on the continuance of nine-penny bread. Since Sept. 17, 1917, millers have had to buy their wheat from the Commission, and also from farmers at a price which would not allow them to make flour at 44s 3d ex mill at much less than a loss of 9s to 10s a sack. Month by month, the government has made good the loss. Under the system of partial decontrol, the miller will be able to buy his wheat from the Commission at such a price as will enable him to continue to sell to the baker at 44s 3d ex mill, and yet to avoid a loss, and to make some profit. Free competition among millers will again be possible.

## Liability of Officers of Ass'n for Speculative Losses.

In the suit by Lee Bonnett against the Farmers & Growers Shipping Ass'n of Sterling, Kan., its officers and stockholders, it was alleged by plaintiff, Bonnett, that certain of the directors with the consent of others caused the Ass'n to engage in illegal speculations in grain, that the Ass'n became insolvent and failed to pay him for 330 bus. of wheat he had delivered to the elevator.

The understanding was that it was optional with the elevator company to return to him on demand an equal amount of wheat of like grade and quality or to pay the then prevailing market price therefor; that it was the purpose and intention of the plaintiff, when the price was satisfactory to him, to present to the defendant, the Farmers' & Growers' Shipping Ass'n, his scale tickets and to receive the price therefor in money; that he had no intention of receiving back a like amount and quality of wheat, unless the elevator company refused to pay the market value at the time of demand.

This understanding made the transaction a sale instead of a bailment, as alleged by plaintiff; and the court held there was no conversion, giving judgment only against the corporation and not the officers or stockholders.

The court found that beginning in February, 1916, the manager, Forewalder, began dealing in futures and these transactions were carried on until they aggregated many thousands of dollars and the company sustained heavy losses thereby. The court found it was the right of the shipping ass'n to treat the grain as its own, and to make any disposition of it that it saw fit, being responsible for the value thereof to the plaintiff.—*Supreme Court of Kansas, 181 Pac. Rep. 634.*

FORT WORTH, TEX., has been made a primary market for the purchase of wheat by the U. S. Grain Corporation.

## Pacific Northwest Grain Dealers Ass'n Meets.

The Pacific Northwest Grain Dealers Ass'n held a meeting at the Multnomah Hotel in Portland, Ore., on July 23. The meeting was well attended.

Discussion brot out the fact that the meeting was agreed that 8c a bushel, including warehouse charges, is a reasonable charge for warehousing and handling wheat in buying from the producer. Also it was the sense of the meeting that interest, at not less than 6% on advances on grain, shall cease three days after the arrival of the car.

New directors, officers, and com'ites for the coming year were elected. Officers: S. C. Armstrong, Seattle, pres.; I. C. Sanford, Portland, vice-pres.; and A. A. Ryer, Seattle, sec'y-treas. Arbitration com'ites: Mr. Westgate, Mr. Leach, Mr. Draper, the Portland members; Mr. Warmouth, Mr. Roberts, and Mr. O'Neill, the Spokane members; Mr. Smith, Mr. Macdonald, and Mr. Sutton, the Seattle members.

The Co-ordinance Com'ite was appointed by the president to act in conjunction with a like com'ite of millers chosen from the members of the Millers' Ass'n, for the purpose of fixing rates, differentials, discounts, and other current rules affecting the grain trade. This com'ite is made up of G. W. Smith, S. C. Draper, A. A. Ryer, M. J. Macdonald, G. A. Carmondy, M. J. O'Neill, and C. W. Nelson.

The Organization Com'ite was appointed by the president to reorganize membership dues, to produce income sufficient to maintain permanent executive sec'y and officers, increase the services of the Ass'n to attract membership of the entire grain trade. This com'ite is composed of W. J. Macdonald, L. G. Patullo, N. A. Leach, C. W. Nelson, S. C. Draper, R. T. Lord, and G. W. Smith.



## Feedstuffs

CHARLES A. WENZA, formerly a grain broker in Philadelphia, has returned from overseas service, and is now connected with the feed department of Hales & Edwards Co., Chicago.

SMITH, PARRY & Co., Milwaukee, Wis., have let a contract for the reconstruction and re-equipment of their feed mill and elvtr., which were badly damaged by explosion and fire last May.

INASMUCH as grain dealers are already beginning to complain loudly of a shortage of cars, the alert and wise feed dealer will order his winter feed supply early, and then proceed to store it away in his warehouse.

THE WILLIAMS COMMISSION CO., Chicago, Ill., doing a large business in oils and other products, has established a millfeed department under the management of George Smith, brother of the sec'y and general mgr., Blackstone Smith, and will handle feedingstuffs of all kinds.

CINCINNATI, O.—Simmons Milling Co. incorporated; capital stock, \$50,000; incorporators: J. S. Simmons, R. S. Simmons, Lillian S. Simmons, William M. Simmons, and Clara S. Simmons. This company is extensively engaged in manufacture of cattle feed.

THE C. B. & Q. R. R. has granted a half rate on hay shipments in the northwestern districts that are suffering from the drouth. These rates, with a minimum fixed at 20 cents per hundredweight, are allowed over this line from all points on or west of the Missouri River to all points in Montana and Wyoming.

AT THE ANNUAL MEETING of the Mutual Millers & Feed Dealers at Jamestown, N. Y., July 17 and 18, the following officers for the ensuing year were elected: pres., L. T. Warner, Niobe, N. Y.; vice-pres., J. H. Gray, Springville, N. M.; sec'y-treas., Roy Mulkie; Executive Com'te, A. B. Archer, Conewango, N. Y.; M. L. Waldorf, Olean, N. Y.; and H. R. Wilbur, Jamestown, N. Y.

BULLETIN No. 228, dealing with the subject of Commercial Feeding Stuffs, has been issued by the Agricultural Experiment Station at Purdue University. The bulletin contains a general discussion of commercial feed stuffs and statistical tables reporting the inspection of feeds collected Jan. 1, 1918 to Jan. 1, 1919.

HOUSTON, TEX.—The Cereal Milling Co. of Houston has been organized for the manufacture of breakfast cereals from rice. Officers of the new company are: S. B. Brown, pres.; J. B. Gaughan, vice-pres.; and Charles Lea, sec'y-treas. Plans are under way for the purchase of a factory site with trackage facilities. It is planned to have an initial production of a carload and one-half each day.

THE ILLINOIS-WISCONSIN MILLERS & FEED DEALERS ASS'N held its fourth annual convention at Lake Geneva, Wis., July 16. A brief morning session of business was followed by dinner at a hotel overlooking the lake, and a steamer ride around the lake. Officers for the coming year include: C. D. McArthur, pres., Elgin, Ill.; E. L. Mills, vice-pres., Lake Mills, Wis.; D. B. Boyle, sec'y-treas., Marengo, Ill.

IF A POULTRY keeper cuts his feed bill 10 per cent and his egg production 20 per cent, he is

### Feedstuffs Movement in July.

Receipts and shipments of feedstuffs at the various markets during July, compared with July, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Chicago, lbs.	34,585,000	49,511,000	73,010,000	40,540,000
Cincinnati, tons	2,280	1,320		
St. Louis, sacks	54,650	28,660	106,080	31,840
Milwaukee, tons	4,595	3,909	19,065	13,897
Little Rock, cars	288	48	624	263

extravagant and needs a lesson in economy. It pays best to buy the highest priced feeds. Best results come from the high priced commercial mixed seeds. Commercial mash is the best way to provide the needed animal protein. Without it, the hens may look and do look well, but they will not look nor do their best.

THE COMPILATION of the feedingstuffs laws of the various states comprising the Southwestern Millers' League has been completed by Sec'y Topping, and all members of the League have received a copy of the laws. The compilation is put up in the form of loose leaves assembled in book fashion. No new books will be issued in the future, but as changes in the laws occur, loose leaves containing such changes will be sent to the members to be inserted in their books.

THE STANDARDS of WEIGHTS for flour, meals, feedingstuffs, etc., have been fixed by House of Representatives Bill No. 7482, introduced by Congressman Vestal on July 17. While it is substantially the same as that introduced in the previous session of Congress, it would change the size of flour packages from the stone system to the cental system. Feedingstuffs, alone, however, are allowed such weights per package. The net weights of all packages are required, and any customs now prevailing of packing gross weights for net, in cottonseed industry and others, would be stopped. If this law is enacted, it will take effect Jan. 1, 1920.

IN THE SUIT brot by Paulus Weisheimer and others to restrain the State Board of Agriculture of Ohio from collecting the license fee of \$20 for each brand of feedingstuffs sold, offered or exposed for sale in the state of Ohio, on the ground that this provision was unconstitutional, the Court of Appeals of Franklin County, Ohio, on July 2, affirmed the decision of the Trial court. That portion of the law regarding the license fee was declared to be constitutional, and the State Board of Agriculture may require payment of license fees on all brands of feeds sold, offered or exposed for sale in the state of Ohio during the period of said litigation.

DROUTH CONDITIONS in Montana, Wyoming, and western N. Dakota have brot about special half rates on cattle feed into the drouth territory. Freight rate authority 10801, making the rates operative on one day's notice, was sent out on July 21. The half rates apply to alfalfa, alfalfa meal, bran, barley, corn, corn feed, corn chops, cottonseed cake and meal, hominy feed, hay, kaffir corn, linseed cake and meal, milo maize, malt sprouts, oats, rye, shorts, straw and sugar feed from points on the lines serving the destination territory. The minimum rate is to be 10 cents from points on the Burlington and 20 on the Northern Pacific. The minimum rate is to be 50 cents on all lines in Montana except the Soo, on which the minimum is to be 60. This low rate applies to the carrying of cattle from the drouth areas to the pastures of surrounding states. Between the two methods devised for feeding, many thousand head of cattle will be saved.

COCKLE BURRS as feed for cattle is predicted by L. B. Rhodes, oil chemist of the State Department of Agriculture in North Carolina, who says that oil crushed from the ordinary roadside cockle burr is now being made available to the paint and varnish trade. He also predicted its use for edible purposes. In his own words: "The cockle burr is widely distributed thruout the U. S., so that it is more or less of a nuisance in most localities, and it is very abundant thruout the south. If the burrs could be obtained systematically in sufficient large quantities, they could be easily milled. The press cake left after expressing the oil should be of value as a food for cattle, and certainly it can be readily used as a fertilizer. I do not doubt that before long the cockle burr oil will have a place in com-

merce because of the richness of the kernel and the ease with which the oil can be extracted. The yield from the kernel is about 30 per cent, and the kernels constitute about the same proportion of the bulk of the crude burrs. The press cake contains 40.34 per cent of protein."

BUFFALO, N. Y.—The wooden grain elvtr. and poultry-feed mill of the Park & Pollard Co., at Swanton, Vt., burned Aug. 4, causing a loss of \$100,000. The buildings burned were originally the property of the Lapelle Poultry Food Co., and were bot by the Park & Pollard Co. about a year ago. This company added other buildings to the plant for the manufacture of dairy feed. These new buildings were not burned. Until new buildings can be erected the poultry feed business will be carried on from the Buffalo plant.

## A Six Months' Tour of Investigation

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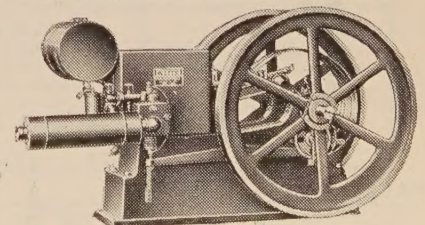
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## Patents Granted

**1,311,116. Portable and Knockdown Storage-Bin.** Maxwell B. Fitch, Corona, Cal. This bin consists of a series of wall plates, and interlocking hooks formed upon the meeting edges of the wall plates and connecting the plates together to form a continuous band, the plates being notched out at the ends of the seams formed by the interlocking hooks.

**1,310,567. Grain-Testing Device.** Rolla C. Harbord, Spokane, Wash. This grain testing device comprises a platform, a pan in connection with the platform, a vertically arranged shaft mounted on said platform, a slidable and rotatable member mounted on the shaft, a funnel supported by the slidable and rotatable member which is adapted for placing the funnel over the platform and pan, and a gate in the funnel.

**1,310,759. Grain Seed Separator and Cleaner.** John Lucas, Stockton, Cal. In this device there is a combination of superimposed inclined shaking hurdles and an inclined shaking shoe below, which receives from the hurdles, and contains upper and lower screens of different mesh, each of the lower screens being adjustable in the direction of its length. An adjustable catch board is intermediate between the upper and lower screens.

**1,310,486. Seen-Corn Rack.** William Lane, McLean, Ill. This rack includes a supporting frame structure constructed of uprights and cross bars, cross supporting members mounted transversely at the top and bottom of the supporting frame, rods connected with the upper and lower cross supporting bars to be thus disposed in upright and parallel relation, spikes carried by the rods to have ears of seed corn impaled thereon, and a protective netting covering for the supporting frame structure.

**1,311,500. Car-Door Seal.** Charles J. Dresser, Toledo, O. This car door seal includes a barrel with longitudinal and transverse communicating openings, a pin arranged in the longi-

tudinal opening, a spring for pressing the pin forwardly, a plug permanently arranged in the longitudinal opening for the purpose of keeping the spring and pin in position, and a cylindrical locking bolt having an annular recess for receiving the locking pin. The rear end portion of the locking bolt is curved longitudinally for preventing the passage of the bolt thru the transverse opening.

### Australian Wheat Shipments.

The equivalent of 10,684,680 bus. of wheat, 2,266,657 bus. being flour, have been shipped from Victoria since Jan. 1, according to the report of the Minister of Agriculture. A recent inspection showed the wheat stacks at Geelong and Brooklyn to be in good condition, the 1917-18 wheat at these points being in condition to ship in bulk without being treated.

Of the 1916-17 wheat now being shipped, much requires treatment for weevil, the damage being confined chiefly, to the row of bags on the outer sides and the top. Twelve plants for treating wheat have been or are in course of erection, nine being now in use, the total amount of grain that can be handled being 750,000 bus. a week. The South Australian system of malthoiding the stack is being pushed which lessens the loss.

The operations of the Victorian pool for each year since its formation, covering a period of four seasons, indicate that 50,201,707 bus. of wheat have been shipped, 52,909,415 bus. have been sold locally, and 13,716,196 bus. are due to the Imperial Government, this latter figure being part of the 1916-17 harvest. The stocks held at 12th April last amounted to 51,777,399 bus., of which 6,286,726 bus. belonged to the 1916-17 harvest.

### Fire Prevention Work of Wheat Corporation.

A fire prevention department has just been organized by the U. S. Grain Corporation, which has set aside \$50,000 to defray the expense, in charge of David J. Price, of the U. S. Dept. of Agriculture's Bureau of Chemistry, who is a dust explosion expert. He will be assisted by Dr. H. H. Brown, also of the Bureau of Chemistry.

Headquarters for the eastern division will be at Washington, D. C., with Hylton R. Brown in charge of the district, assisted by George D. Witmer and J. O. Reed. This district will include Grain Corporation Zones 1, 3, 6, 7, 13 and 9, exclusive of Indiana and Michigan, and the Coast and Gulf states of Zone II.

In the central division will be Grain Corporation Zones 2 and 5, except Utah and the sections of 9 and II not included in the eastern district. Headquarters will be at Chicago in charge of B. W. Dedrick, with George A. Hibbard and H. J. Helmkamp as assistants.

Vernon Fitzsimmons will direct the work of the Northwestern section from Minneapolis. With him will be associated Paul E. Brady. Under Mr. Fitzsimmons will be carried on the grain dust explosion prevention work in Zone 4, 8 and 14 of the Grain Corporation.

CROPS IN POLAND have been damaged by the excessive rainfall of June and July, and the food problem, already serious, has become more complicated. During the war, there were large tracts of land which were not cultivated, and which were used as bolshevist refugee areas. The return of these people has been a heavy drain on the prevailing scarcity of food supplies. Hail injured the crops in some regions, and lack of proper drainage system resulted in damage to other sections. The minister of agriculture recently made the statement that of the grain crop 25 per cent had been ruined, and the remaining 75 per cent had depreciated about 20 per cent in quality, so that the total loss of grain will be about 40 per cent.

### Attempt to Burn Elevator.

An attempt was made the night of July 21, to burn the Hawkins Elevator at Culver, Ind. The fact that it did not burn is a miracle.

At the top of the elevator leg a crudely fashioned box of corrugated pasteboard, eight inches square, had been crowded into one of the buckets. In this box had been placed a square block of pine two inches thick. A mass of excelsior and cotton soaked in kerosene had been wired over the top of the pine block. A candle and a match had been placed in the center of the cotton. The candle had been lighted, had burned down, had ignited the match, which in turn had ignited the cotton and excelsior; but lack of oxygen prevented the material from doing more than scorch.

These preparations were found the following morning following the discovery of a quantity of hay smelling strongly of kerosene. It developed that this hay had been a further preparation of the fire-bug. Hanging is the correct punishment for such cowards.

### Insurance Notes.

ED. F. HOLLORAN has moved from Great Falls, Mont., to Chicago, where he will be engaged in special inspection work for the Hartford Fire Ins. Co.

WAYNE RIDGEWAY, only son of Charles H. Ridgeway, sec'y of the Western Millers' Mutual Fire Ins. Co., of Kansas City, Mo., was killed instantly when a train struck his automobile near Lawrence, Kan.

THE MILLERS' MUTUAL FIRE INS. CO., of Alton, Ill., has paid the state license fee for Oklahoma, and entered that state officially, with a license to do business under the state laws. Several other Mutual companies will enter the state soon, it is expected.

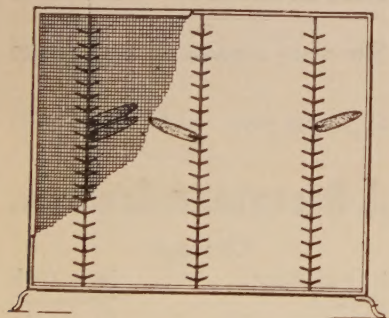
THE EXHAUST pipe of an oil-burning engine must always have a free vent and be clear of wood or other combustible material. On two occasions the exhaust pipe of the oil engine used by the Buffalo Lake Milling Co., Buffalo Lake, Minn., has burned out very freely and likely would have ignited anything burnable within reach.

SPARK FIRES are numerous these days, and safety lies in keeping outside premises cleaned up in good shape. Weeds are a nuisance at any time. In dry weather when they may communicate fire, they are a menace. Keep the weeds down; in addition skin the ground to a safe distance around the elevator.—Grain Dealers Fire Ins. Co.

ELECTRIC WIRING in towns not large enough to afford a competent inspector is being done by too many amateur and unskilled workmen. In a recent case in the wiring of an old building, the wire had been spliced, but not taped or soldered, and no loom was used where the wire ran in partitions. Against the request of the owner, the local lighting company refused to turn on the current, which was doubtlessly the only thing that saved the building.

WHEN GASOLINE or distillate are being poured at a high rate into a tank which is insulated from the ground, the flow of gasoline from the nozzle and the formation of the vapor inside the tank produce static electricity that charges the vapor and the metallic part of the tank. When a metallic nozzle is used and connected with a pipe, making contact with the ground on the way from the supply tank, a partial contact between the nozzle and the edge of the tank will discharge the tank thru the piping, a spark being produced at the same time. If the proper mixture of air is existing, ignition is almost certain to take place.

THE U. S. GRAIN CORPORATION, acting on the advice of Mr. Barnes, has appropriated \$50,000 to conduct a campaign to discover the cause and prevention of dust explosions in flour mills and grain elevators.



1,310,486



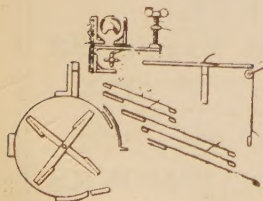
1,311,500.



1,311,116.



1,310,567.



1,310,759.



## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE COMPANY

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